

Wearmouth Masterplan and Design Code



**Local Development Framework
Supplementary Planning Document**

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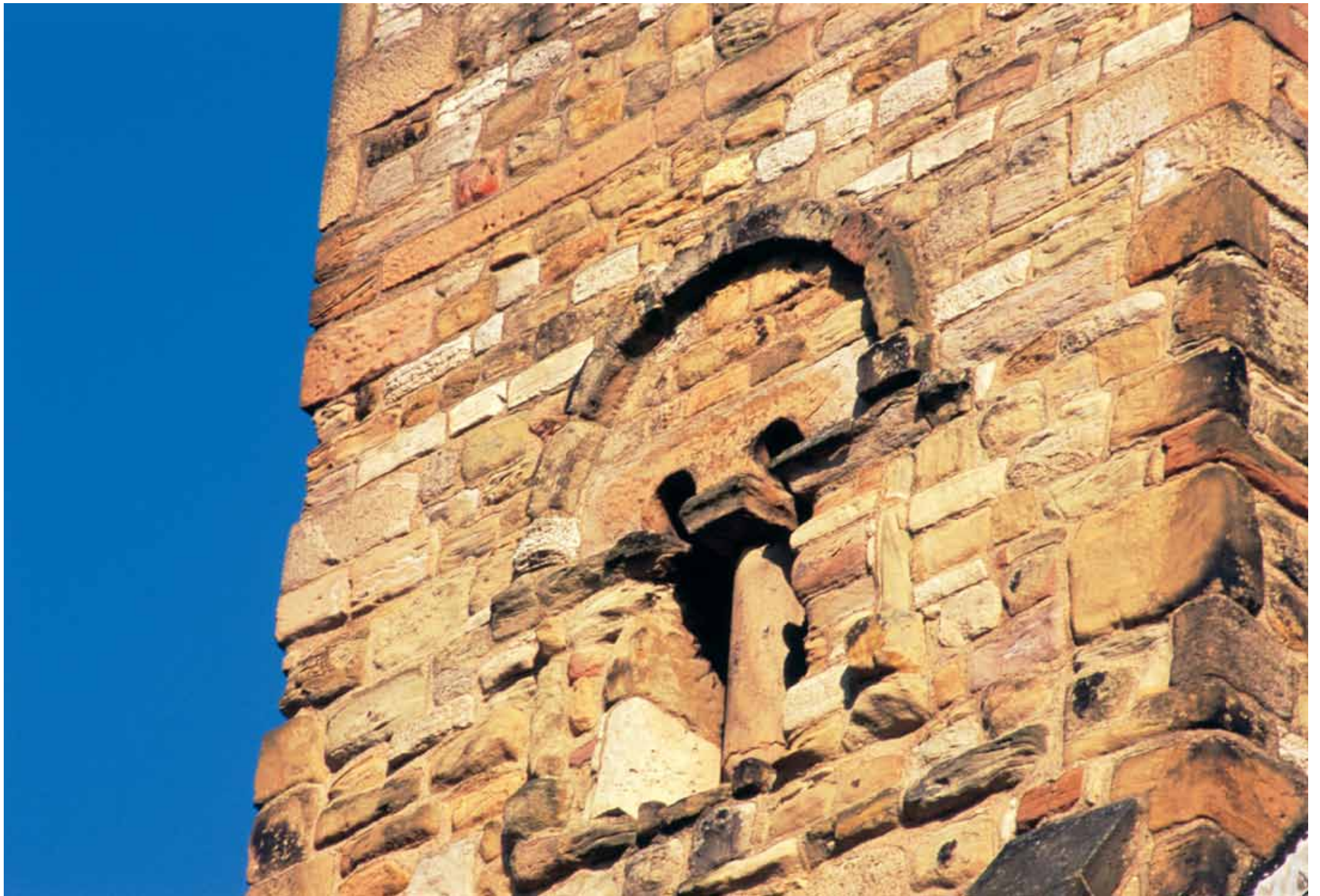
A planning framework for the buffer zone of the Wearmouth-Jarrow
candidate World Heritage Site at St Peter's, Sunderland

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The River Wear Corridor

1.0 Introduction

1.1 Background

This Supplementary Planning Document (SPD) sets out a detailed planning framework for the Wearmouth area of Sunderland. It has been jointly commissioned by Sunderland City Council, the Sunderland University, the Homes and Communities Agency and One North East.

At the heart of the Wearmouth Masterplan and Design Code SPD area is the 7th Century Grade 1 listed St Peter's Church and the discernible remnant of the original seventh century monastic estate of St Peter's. Together with St Paul's at Jarrow it is the UK government's nomination for World Heritage Site status in 2011, and are of recognised international importance, Wearmouth-Jarrow is considered to be 'one monastery in two places' A decision on its inscription is to be made by UNESCO in the summer of 2012.

A 'buffer zone' has been devised by the Wearmouth-Jarrow Partnership - the Management Group taking the World Heritage Site candidature forward - to protect known and potential archaeological deposits associated with the candidate World Heritage Site (cWHS), its immediate setting, important views, and areas that are functionally important to the cWHS and its protection. This buffer zone which includes land on both the north and south shores of the River Wear has been accepted by Sunderland City Council. World Heritage Site status would bring with it

international recognition of this unique heritage site and the opportunity to bring social and economic benefits to Sunderland and the wider North East region. The cWHS and the area around it is of major importance to the successful regeneration of the city, containing various development opportunities to drive the city's economic, social and environmental prosperity.

However, it also brings with it international responsibilities for care and conservation of the property and its setting. A statement of Outstanding Universal Value (OUV) has been prepared as part of the cWHS bid which sets out the reasons why the site is considered worthy of WHS status. A summary of the statement can be viewed overleaf. To view the statement in full, please visit: www.wearmouth-jarrow.org.uk

1.2 Purpose of the document

The purpose of this SPD is founded largely in the desire to balance the demands of heritage protection and enhancement with the need to secure significant regeneration activity, primarily through the further development of the University's campus at St. Peter's. It will provide a planning framework to ensure that internationally important heritage of Outstanding Universal Value (OUV) is protected and enhanced, whilst development delivering strategic change and environmental enhancement is sensitively managed across the SPD area, including the south shore, which forms part of the Old Sunderland Riverside Conservation Area.

Many of the objectives for the SPD are derived from higher level policies to which the SPD must have regard. Such strategic policies require a mechanism through which they can be applied, and their implications better understood and coordinated to achieve added value. This SPD will serve that purpose for the Wearmouth area.

An indicative layout for the area illustrates the City Council's aspirations for area, and is accompanied by a design code which provides developers with more specific design guidance to ensure that proposals will match the City Council's ambition.

The masterplan also provides developer information on the implementation and delivery of proposals including the phasing of development, planning and other statutory requirements and opportunities for funding.

This masterplan has been prepared and adopted as a Supplementary Planning Document (SPD) supplementing policies NA28A and NA3B.1 of the Sunderland Unitary Development Plan (UDP) Alteration No. 2 and forming part of Sunderland City Council's Local Development Framework (LDF). It will be a material consideration when determining planning applications and provide specific guidance on the regeneration of the Wearmouth area. This document has been taken forward through the statutory planning process in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended).

Significance of the Nominated Property

The twin monastery of Wearmouth-Jarrow, founded in the late seventh century AD on estuarine sites in the north-east of England looking out to the North Sea coast and the wider world, is a milestone in the development of Christian Europe. Its architectural remains in the original monastic churches and associated archaeological complexes, exceptional both in quality and quantity, provide a visible link between the past world of Classical antiquity and the coming world of the European Middle Ages. In its design, it was a key stepping stone on the way to the greater formalisation of monastic layouts which accompanied the development of written monastic rules across Europe during the course of the next century, which would come to dominate medieval European society.

The outstanding library and teaching assembled at Wearmouth-Jarrow by Benedict Biscop and his colleague and successor Ceolfrith, and its scholarly ethos, were unlike anything else available in its day. Particularly through the prolific and wide-ranging works of its most renowned thinker, Bede, Wearmouth-Jarrow at its apex became the primary intellectual centre of Western Europe, the scriptorium developing a faster script in order to keep up with demand from across Europe for copies of its scholarly output.

The founders of Wearmouth-Jarrow and the scholarly ideas of Bede created a gateway for the ideas of late antiquity to enter the emerging early medieval world: through Wearmouth-Jarrow the skills and learning of late antiquity centred on the Mediterranean Sea, and the ideas of the early Christian world were not only translated to the northern limits of the emerging literate world, but combined, developed, remodelled and expanded, then exported back to Europe and beyond.

The Outstanding Universal Value of the Wearmouth - Jarrow cWHS

Outstanding Universal Value (OUV) is a general statement of why a place is important which, in itself, can be difficult to use directly for day-to-day management. The attributes of OUV are its more specific expressions. These can be used to define the need for management actions in order to sustain OUV. They can define the potential impact of proposed changes or developments, or the state of a Property's authenticity and integrity.

Five tangible attributes have been developed which express the OUV of Wearmouth - Jarrow cWHS:

- The relationship between the twin monasteries and their respective estuarine sites
- The standing (above-ground) remains of the Anglo-Saxon monastic building complexes
- The in situ excavated remains of the Anglo-Saxon monastic building complexes
- The monastic plan
- Further archaeological remains

Two associative attributes substantially augment understanding of the OUV of the Property:

- The legacy of knowledge and understanding derived from the work of the monastery
- The rich combination of the in situ, portable and documentary evidence



St Peter's Church (West entrance)

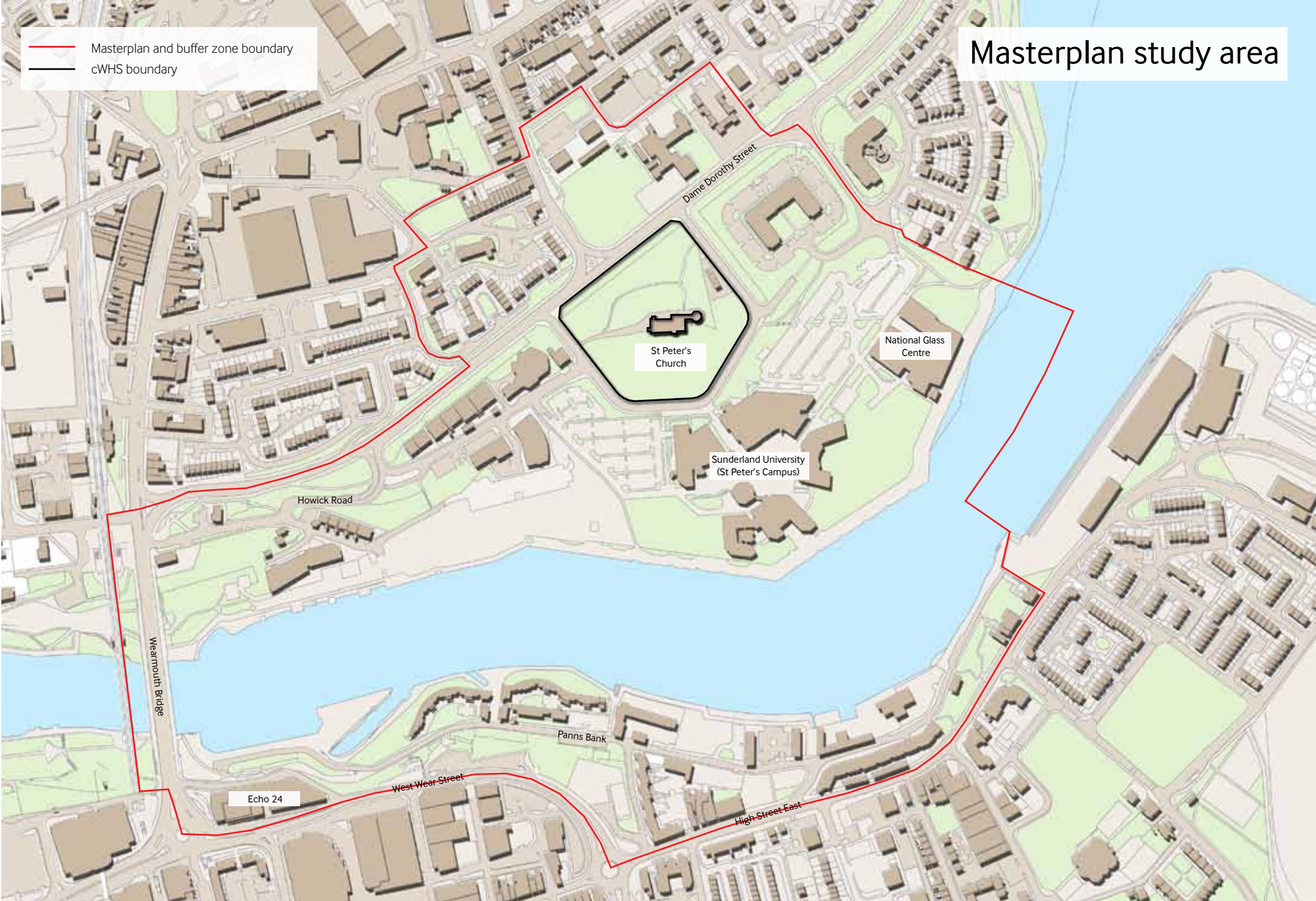
1.3 Masterplan site and location

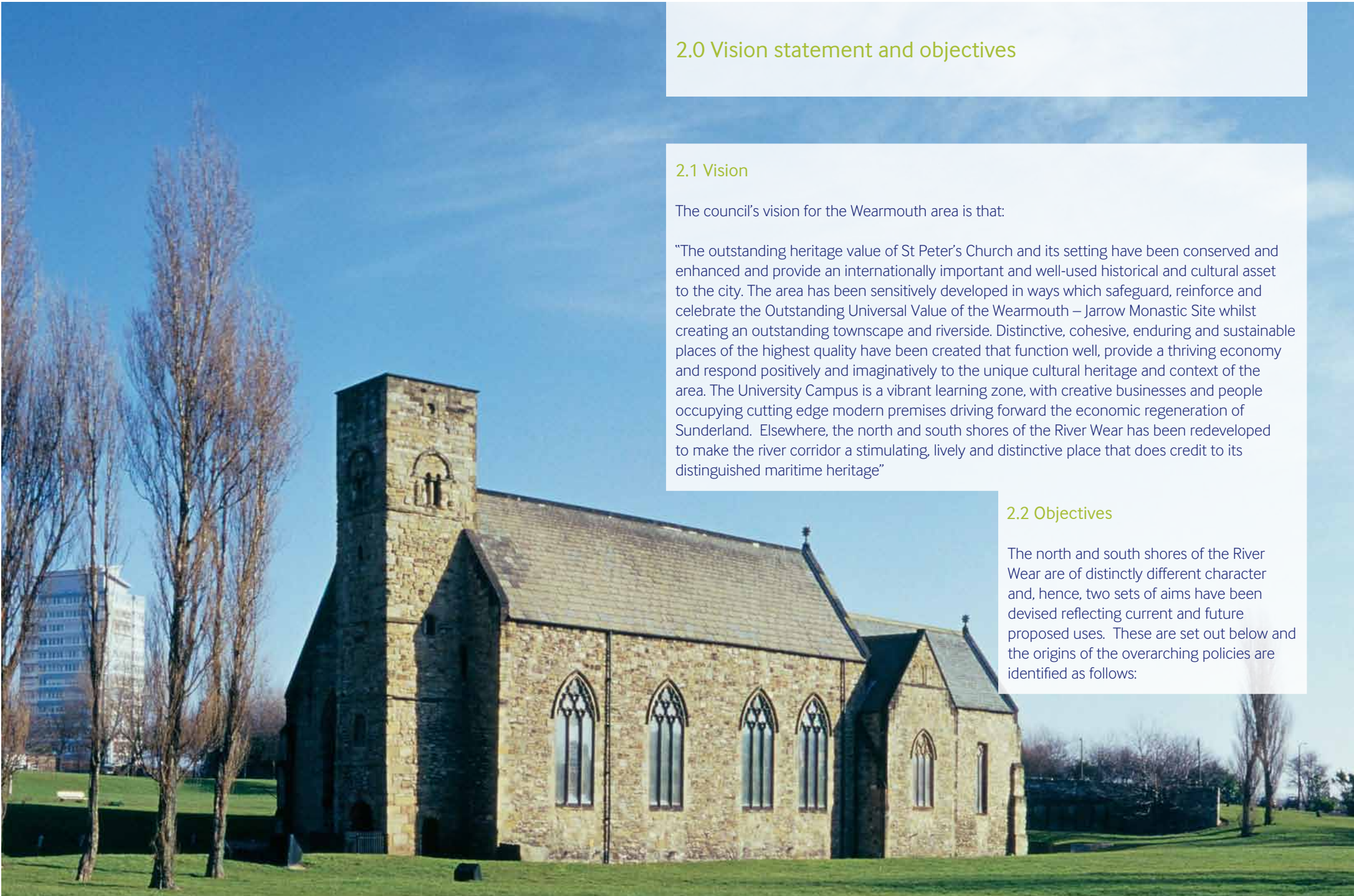
The Wearmouth Masterplan and Design Code covers an area of approximately 49 hectares occupying a prominent location immediately adjacent to Sunderland City Centre on the banks of the River Wear corridor. Located along the busy A1018 and A183 linking Sunderland with Newcastle and South Shields, and adjacent to the Tyne and Wear Metro, the masterplan area occupies a prime location, capable of providing a major new vibrant city centre quarter harnessing the site's rich heritage value accessible to all within Sunderland and the wider area.

The SPD boundary itself has been purposefully drawn to coincide with the buffer zone of the cWHS discussed above, to address land use and planning issues therein. This SPD will thereby become an important tool in the successful management of the cWHS. The boundary extends from the Wearmouth Bridge in the west, along Dame Dorothy Street, including Dame Dorothy Street Primary School and part of the adjacent residential estate to the north. It incorporates the North Sands Business Centre and National Glass Centre to the east, and extends from Corporation Quay along High Street East and West Wear Street to the south shore.

Masterplan study area

— Masterplan and buffer zone boundary
— cWHS boundary





2.0 Vision statement and objectives

2.1 Vision

The council's vision for the Wearmouth area is that:

"The outstanding heritage value of St Peter's Church and its setting have been conserved and enhanced and provide an internationally important and well-used historical and cultural asset to the city. The area has been sensitively developed in ways which safeguard, reinforce and celebrate the Outstanding Universal Value of the Wearmouth – Jarrow Monastic Site whilst creating an outstanding townscape and riverside. Distinctive, cohesive, enduring and sustainable places of the highest quality have been created that function well, provide a thriving economy and respond positively and imaginatively to the unique cultural heritage and context of the area. The University Campus is a vibrant learning zone, with creative businesses and people occupying cutting edge modern premises driving forward the economic regeneration of Sunderland. Elsewhere, the north and south shores of the River Wear has been redeveloped to make the river corridor a stimulating, lively and distinctive place that does credit to its distinguished maritime heritage"

2.2 Objectives

The north and south shores of the River Wear are of distinctly different character and, hence, two sets of aims have been devised reflecting current and future proposed uses. These are set out below and the origins of the overarching policies are identified as follows:

The objectives for the North Shore are as follows:

- Conserve and enhance St Peter's Church and the cWHS and their outstanding heritage value and ensure that any new development protects, complements and enhances their visual, historic and cultural context
- Protect and enhance important views and vistas to St Peter's Church and the cWHS
- Ensure urban design of the highest quality in design and sustainability is achieved which enhances the setting of the cWHS and the riverside frontage
- Further develop the high quality learning zone at the University Campus with the development of strong links to local businesses and partnerships
- Deliver a prosperous and competitive business environment which stimulates regeneration and increases economic activity

- Deliver a mixed-use development at Bonnersfield which includes new residential development

- Develop the riverside as a desirable destination in its own right - a place to be seen, with public access to it maximised
- Provide an attractive public realm which is active and safe
- Ensure the area is fully accessible with direct, safe and convenient linkages both to the River Wear and into the wider area
- Promote the use of the river and other modes of sustainable transport along the river corridor

The objectives for the South Shore are as follows:

- Deliver mixed-use sustainable developments which create and support a thriving, vibrant community
- Create a diverse, attractive and exciting place to live, work and visit
- Ensure urban design of the highest quality which enhances the area's character and preserves and enhances heritage assets, including listed buildings and the Old Sunderland Riverside Conservation Area
- Protect and enhance important views and vistas to St Peter's Church and the cWHS
- Provide accessible routes to, from and within the area with direct, safe and convenient links to the riverside and city centre

3.0 Planning policy context

The Government announced in 2010 its intention to introduce streamlined national planning guidance - the National Planning Policy Framework - as part of its strategy to re-invigorate the economy. This framework is anticipated to be in place by April 2012; however, until then the existing suite of planning policies will inform planning decisions. The planning policy context set out in this section should be read in conjunction with the emerging National Planning Policy Framework and, where relevant, will be superseded by it at the appropriate time.

3.1 National

Planning policy statements and guidance

National Planning Policy is currently set out by government in Planning Policy Statements (PPS) and Guidance (PPG), supporting the provisions of the Town and Country Planning Act 1990, Planning and Compulsory Purchase Act 2004 and associated legislation and regulations.

This SPD has been prepared with regard to relevant national planning policy, in particular:

PPS1: Delivering Sustainable Development sets out the overarching objectives for planning. Sustainable development is identified as the core principle underpinning the planning system. Four key aims are set out: social progress in recognising the needs of everyone; protection of the environment; prudent use of natural resources; and the maintenance of high and stable levels of economic growth and employment.

PPS3 Housing seeks to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. In particular regard needs to be had to the quality of new housing, achieving a good mix of housing which meets the needs of current and future population, the suitability of a site for housing including environmental sustainability and whether the proposed development would support wider housing and policy objectives for the area. The deliverability of sites and impact on overall land supply also needs to be considered.

PPS4: Planning for Sustainable Economic Growth has an overarching remit to encourage sustainable economic growth. It reinforces the role of town centres as the location of choice for all economic development including leisure uses, hotels and retail development. Emphasis is placed upon the need for sequential testing for proposals outside of an existing centre. Such proposals may also need to provide an impact assessment. Notwithstanding this all proposals will be assessed on accessibility particularly by public transport and the scope for long term sustainable physical and economic regeneration.

PPS5 Planning for the Historic Environment (2010) sets out planning policies on the conservation of the historic environment consistent with the UK's obligations as a signatory to the 1972 UNESCO World Heritage Convention, the Council of Europe's Granada Convention (The Convention for the Protection of the Architectural Heritage of Europe), Valetta Convention (The European Convention on the Protection of the Archaeological Heritage) and the Florence Convention (The European Landscape Convention).

The PPS deals with all types of heritage in a single document, replacing the earlier distinction between buildings and archaeology. It puts greater emphasis on pre-application discussion to understand the significance of heritage assets affected by using a 'values-based' approach to inform decision making. It sets out new, clearer policies on setting and design, and on key topics such as archaeological interest, conservation areas and their preservation and enhancement, World Heritage Properties, and conflicts with other planning priorities.

PPS9: Biodiversity and Geological Conservation sets out the Government's vision for conserving and enhancing biological diversity. Local planning authorities are required to consider the environmental characteristics of an area and ensure appropriate weight is attached to designated sites of international, national and local importance and protected species. Biodiversity features should be protected and where possible enhanced within the design of development.

PPG13: Transport sets out the objectives to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight. It aims to promote realistic choice of access to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and reduce the need to travel, especially by car. Where developments will have significant transport implications, Transport Assessments should be prepared and submitted alongside the relevant planning applications for development.

There is an emphasis on high quality design to create places that are used safely and securely by the community and sustainably connected to each other to encourage walking, cycling and the use of public transport. Existing town centres should be the preferred location for new retail development, to promote vitality and viability.

PPG17: Planning for Open Space, Sport and Recreation urges local authorities to recognise the recreational value of natural features whilst minimising the impact of activity on those features. Where possible, access to natural features for sport and recreation purposes should be enhanced. The PPG discourages development on existing open space, sports and recreational buildings unless it can be demonstrated that these areas are surplus to requirements. The guidance does however recognise that not all open space, sport and recreational land are of equal merit and some may be suitable for alternative uses.

In addition to the current national planning policy framework outlined above, other national heritage-related protective designations are also relevant. Important heritage sites are designated nationally, imposing an additional level of protection; further, protective measures for churches are also found in Ecclesiastical Law. Change relating to heritage assets is managed through the following procedures.

Ancient Monuments and Archaeological Areas Act 1979 (as amended).

Scheduled Ancient Monuments are archaeological sites and monuments of national importance and this Act affords them the highest level of protection in the United Kingdom, based on legislation that has existed for over 120 years. Works affecting scheduled Ancient Monuments must have Scheduled Monument Consent (SMC) from the Secretary of State for Culture, Media and Sport. English Heritage administers SMC and advises the Department for Culture, Media and Sport on the scheduling of monuments and granting consents. There is one Scheduled Ancient Monument within the SPD area, the Monkwearmouth Anglo-Saxon Monastery and Medieval Priory.

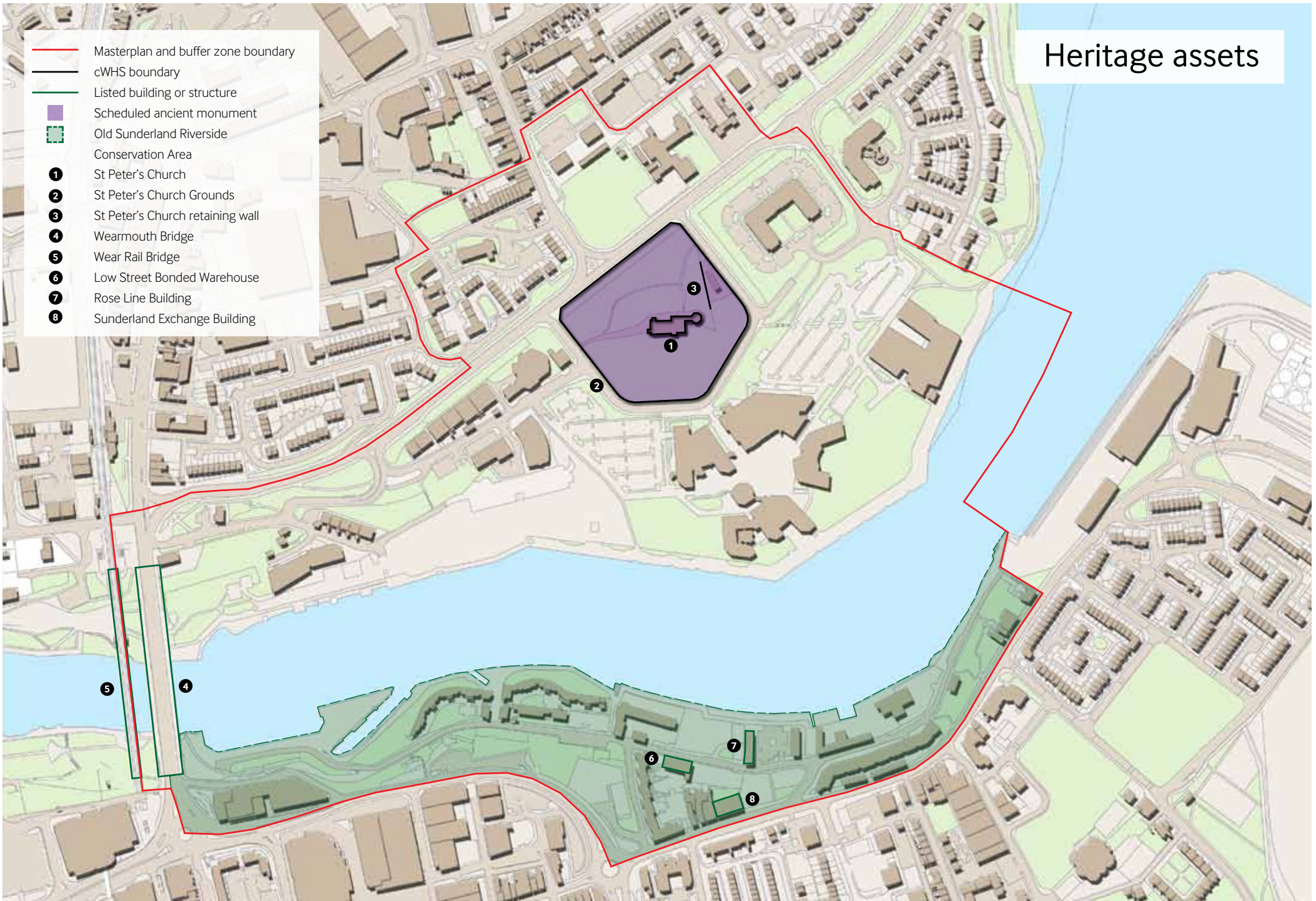
Planning (Listed Buildings and Conservation Areas) Act 1990

Under the provisions of this legislation and with advice from English Heritage, the Secretary of State for Culture, Media and Sport maintains a list of buildings of special architectural or historic interest. Local authorities are responsible for implementing a listed building consent procedure for works that affect buildings on the list and must formally consult English Heritage if a building of Grade I or II* is the subject of an application for such consent. There are 7 listed buildings in the SPD area.

- Church of Saint Peter (Grade I Listed)
- Retaining wall to east of Saint Peter's Church (Grade II Listed)
- Wear Railway Bridge (Grade II Listed)
- Wearmouth Bridge (Grade II Listed)
- Low Street Bonded Warehouse (Grade II Listed)
- Roseline Building, Wylam Wharf (Grade II Listed)
- Exchange Building (Grade II Listed)

Heritage assets

- Masterplan and buffer zone boundary
- cWHS boundary
- Listed building or structure
- Scheduled ancient monument
- Old Sunderland Riverside Conservation Area
- ① St Peter's Church
- ② St Peter's Church Grounds
- ③ St Peter's Church retaining wall
- ④ Wearmouth Bridge
- ⑤ Wear Rail Bridge
- ⑥ Low Street Bonded Warehouse
- ⑦ Rose Line Building
- ⑧ Sunderland Exchange Building



Building for Life

Developed in partnership between the Commission for Architecture and the Built Environment (CABE) and the Home Builders Federation (HBF), and endorsed by the government, Building for Life is a national standard for well designed homes and neighbourhoods. Twenty Building for Life criteria are used to evaluate the quality of new residential developments.

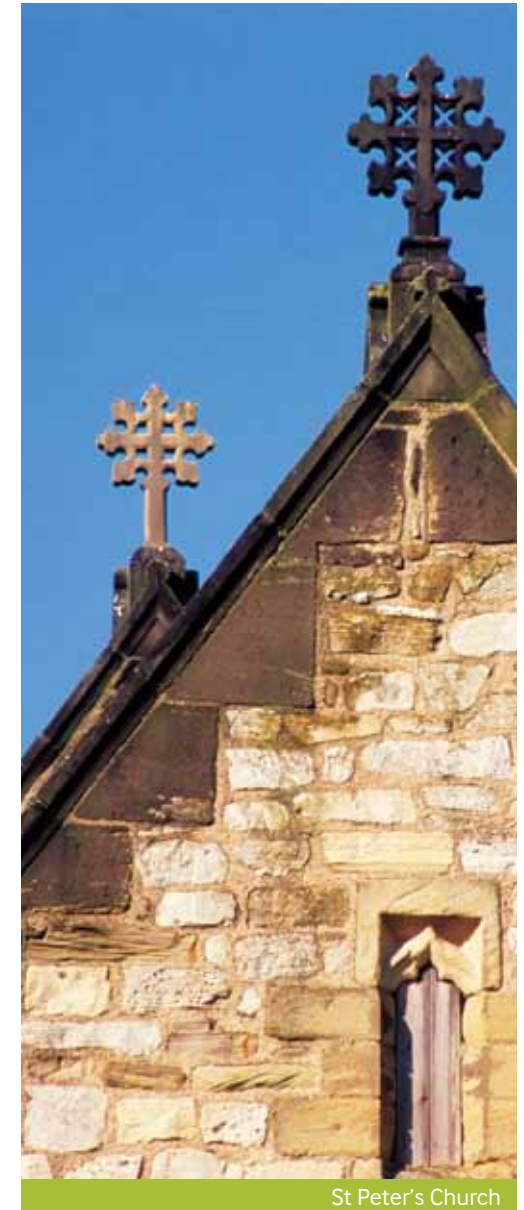
The council's Urban Design Team now has an obligation – through the CABE Building for Life Accredited Assessor Program – to promote and endorse the Building for Life Initiative, and as a consequence may formally assess any major residential schemes or developments with significant residential components.

3.2 Regional

The coalition government of 2010 has made it clear that it intends to revoke regional planning policy as part of its localism and national planning policy agendas and will introduce legislation to that effect. In the meantime, legal judgement has confirmed that the government's intention potentially reduces the weight to be accorded to regional planning policy.

Regional planning policy for the north-east is contained in the North East of England Plan: Regional Spatial Strategy to 2021. Policies of particular relevance to the SPD area which may be material considerations include:

- Policy 9 Tyne and Wear City Region among other things gives priority to the regeneration of the River Wear corridor, supporting the region's universities and sustainably developing the tourist potential of the region's world heritage sites
- Policy 16 Culture and Tourism seeks to ensure that the development of culture, sports, leisure, recreation and tourist facilities and attractions protects, invests in and enhances and maintains the region's natural, built and heritage environments
- Policy 32 Historic Environment seeks to conserve and enhance the historic environment of the region and makes specific reference to the importance of World Heritage Site - both existing and proposed
- Policy 33 Biodiversity and geodiversity seeks to ensure that the region's ecological and geological resources are protected and enhanced
- Policy 38 Sustainable construction



St Peter's Church

3.3 Local

Overarching Strategic Policy

The Sunderland Strategy 2008 – 2025 is the overarching strategy for the city produced by Sunderland Partnership which establishes that Sunderland will become a welcoming and internationally recognised city. The Sunderland Image Strategy, to be read in conjunction with the Sunderland Strategy sets out the city's brand values. These two strategic documents recognise the attributes of the cWHS and the river corridor as key assets to maximise the quality of life for residents of the city and the importance of harnessing the cWHS as a cultural and tourism attraction.

Other strategic policy of relevance to this masterplan are:

The Housing Strategy for Sunderland has three major aspirations for the city:

- Improve the choice of type, location and price of housing to meet demands, and reverse the trend of outward migration
- Improve the quality and standard of housing and ensure sustainable communities
- Provide housing and accommodation with support options that reflect and meet the needs and aspirations of Sunderland's large and diverse population.

Sunderland's Economic Masterplan (EMP) seeks to increase the tourism economy of Sunderland and sets clear aims and objectives for the development of Sunderland as a visitor destination. It will seek to ensure tourism development will support the Sunderland Strategy and benefit both visitors and residents. The cWHS and development along the river corridor are considered as two key components crucial in achieving this aim.

Unitary Development Plan Alteration No.2

Local planning policy for the central area of the city is contained in the adopted Sunderland UDP Alteration No.2. Alteration No.2 is the key document in relation to this SPD as it establishes the current development plan context within which this SPD is being brought forward and the over-arching policies to be elaborated upon. In particular, it:

- Identifies a significant part of the SPD area as a "strategic location for change" (policy NA3B.1) with a particular emphasis on the further development of the University's St Peter's campus as a driver of regeneration, whilst requiring new university buildings to be designed sympathetically in relation to the candidate World Heritage Site (cWHS)
- Identifies land at Bonnersfield as an important site for residential development, drawing attention to development proposals that had been granted consent for a medium to high rise development (though that consent has since lapsed)
- Commits to the World Heritage Site candidature which features prominently, creating a presumption against development that would adversely affect the character and appearance of the cWHS and its setting (policy NA28.A) and pledges to secure sustainable urban design (policy B2A)

Policies NA28.A and NA3B.1 of Alteration No.2 are particularly relevant to the SPD as they establish a number of fundamental principles to be observed in the preparation of any SPD or Action Plan.

Policy NA28.A Monkwearmouth anglo-saxon monastery/ medieval benedictine priory, in the grounds of St Peter's Church

There will be a presumption against development which would adversely affect the character and appearance of the candidate world heritage site (cWHS) and its 'setting' as defined on the proposals map.

Development proposals will be required to demonstrate that full account has been taken of their impact on views to and from the candidate world heritage site (cWHS) and, where necessary, to propose a suitable programme of mitigation as part of the planning application.

Policy NA3B.1 The City Council will encourage the more effective use of land within the Bonnersfield/ St. Peters university campus area, for the following land uses

Land use

The following uses will be:-

Required

- C3 housing
- D1 non-residential institutions (restricted to non-residential education and training centres only)

Acceptable

- D2 assembly and leisure
- B1 business (with no permitted change to B8)
- A1 retail (small scale, individual retail units to serve the day-to-day needs of local residents and workers. Such floorspace should not exceed 250 sqm in total, with no individual unit to exceed 50 sqm net)
- A3 restaurant and cafe (small scale units to serve the day-to-day needs of local residents and workers. Such floorspace should not exceed 725 sqm in total)
- C3 housing (student accommodation)

Unacceptable

- B2 general industry
- B8 warehousing and storage

Proposals for other land uses will be considered on their individual merits having regard to other policies of the UDP.

Environmental and access improvements

The City Council will seek to deliver the following environmental/ access improvements:-

1. Direct pedestrian access between St. Peter's metro station, bus stops/stands Bonnersfield and the university campus;
2. Direct pedestrian and cycle access to the riverside;
3. Improved pedestrian links and quality of the public realm along the means of approach to the candidate world heritage site (cWHS)

Design requirements

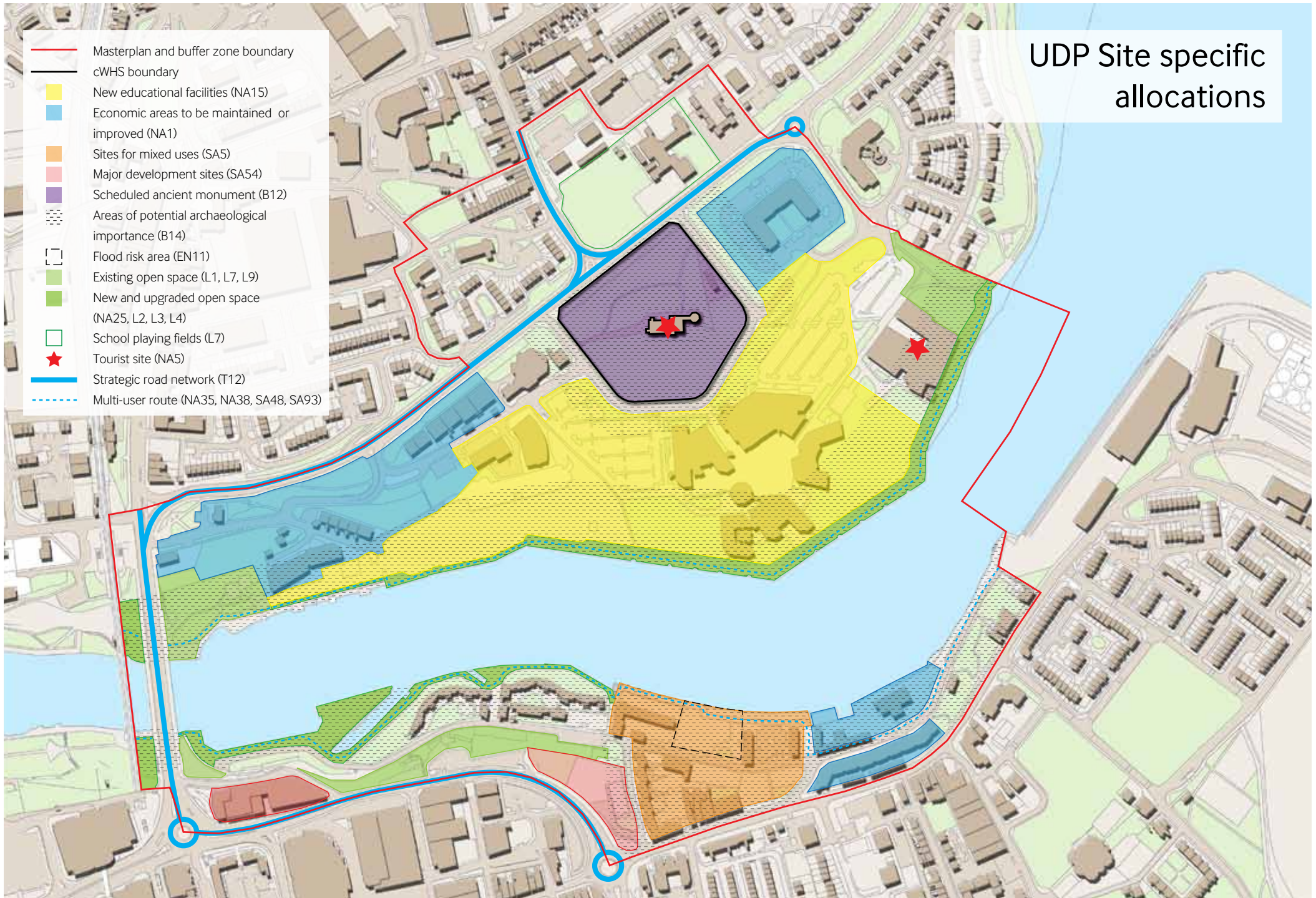
Redevelopment proposals will be required to demonstrate the following design qualities:-

1. A high standard of contemporary design that is informed by the best qualities of the topography and built form in the locality to provide a distinctive and appropriate response to this prominent gateway site to the city centre;
2. The design, layout, massing and scale of development proposals must be sympathetic to the candidate world heritage site (policy NA 28.A) and must enhance and not detract from its character, its setting and views of it from the surrounding area;
3. Development should present an active frontage to the riverside and facilitate ready access thereto;
4. Residential development within 800 metres of St. Peter's metro station should achieve a minimum average density of 50 dwellings per hectare.

Proposals for town centre uses will be assessed in the context of policy S2A.

UDP Site specific allocations

- Masterplan and buffer zone boundary
- cWHS boundary
- New educational facilities (NA15)
- Economic areas to be maintained or improved (NA1)
- Sites for mixed uses (SA5)
- Major development sites (SA54)
- Scheduled ancient monument (B12)
- Areas of potential archaeological importance (B14)
- Flood risk area (EN11)
- Existing open space (L1, L7, L9)
- New and upgraded open space (NA25, L2, L3, L4)
- School playing fields (L7)
- Tourist site (NA5)
- Strategic road network (T12)
- Multi-user route (NA35, NA38, SA48, SA93)



Unitary Development Plan Saved Policies

The council's Unitary Development Plan 1998 (UDP) is the adopted Development Plan that guides new developments and decisions on planning applications in the city.

As shown on the site specific allocations map adjacent, a number of UDP site specific allocations affect the masterplan area. These saved policies are set out below. Development proposals will also be informed by a further range of UDP policies, which are set out in Appendix 1.

B3: Public and private open space will be protected from development which would have a serious impact on its amenity, recreational or nature conservation value; proposals will be considered in light of their contribution to urban regeneration and to the importance of such space to the established character of the area.

B12: There will be a presumption in favour of the preservation of scheduled ancient monuments and other nationally important archaeological sites. Planning permission for development which would have an adverse effect on their site or setting will be refused unless exceptional circumstances prevail.

B14: Where development proposals affect sites of known archaeological importance, the City Council will require an archaeological assessment / evaluation to be submitted as part of the planning application. Planning permission will not be granted without adequate assessment of the nature, extent and

significance of the remains present and the degree to which the proposed development is likely to affect them.

L7: Land allocated for open space or outdoor recreation as shown on the proposals map will be retained in its existing use.

NA1: Established industrial / business areas and available sites within them will be retained and improved for the primary uses indicated below.

(5) Bonnersfield (2.2ha net): Offices, research, light and general industry, warehouses and storage (B1,B2,B8)

NA5: The provision and/or improvement of visitor facilities and other works to enhance the attraction of the following will be encouraged:-

(3) The National Glass Centre
(4) St Peter's Church

Proposals which adversely affect these attractions will normally be resisted.

NA15: Approximately 10ha of land will be allocated within the St Peter's riverside area for the development of a campus for the Sunderland University

NA25: Improved recreational use of and access to the riverside will be encouraged wherever possible, especially in the following locations:

(3) At North Sands / St Peter's Riverside

NA30: The following views are of particular importance and will be protected and where possible enhanced:-

(4) Along the river valley from Wearmouth, Queen Alexandra and Hylton bridges.

NA35: The following are identified as strategic multi-user routes and will be protected from development. Where stretches are already in existence they will be improved; otherwise new links will be provided to complete the proposal:
(2) Following the river from the seafront to Hylton Bridge via the Wearmouth Colliery site and Hylton riverside.

NA38: Well designed designated and advisory cycle routes with connections to adjacent uses and to strategic multi-user routes will be provided as appropriate in the following locations:-
(3) On footpaths crossing Wearmouth Bridge to join with multi-user routes.

SA1: Established industrial/business areas and available sites within them will be retained and improved for the primary uses indicated below. Ancillary uses and exclusions as outlined in policy EC4 will apply unless otherwise stated.
(7) East End 1.8ha.(net): Light industry, offices, research and development (B1), storage and distribution(B2,B8), subject to size and impact on the amenity of the area
(9) Fish Quay: Fish related processing, storage and distribution (B1, B2, B8)

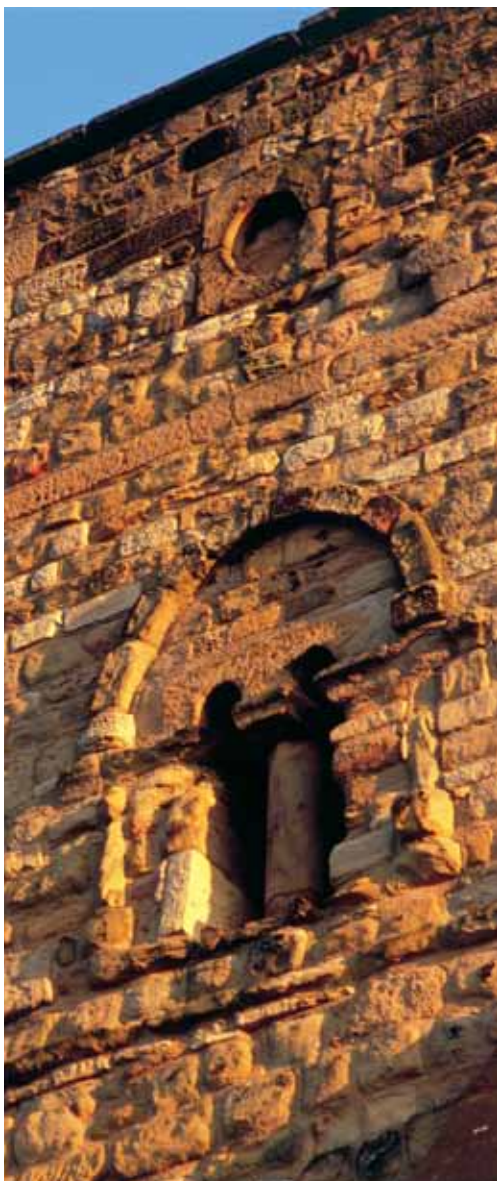
SA5: The following areas and available sites within them will be retained and improved for a mixture of commercial and industrial uses. Ancillary uses and exclusions as outlined in policy EC5 will apply unless otherwise stated.
(2) Land north and south of Low Street: Food and drink (A3), light industry, offices, research and development (B1), student accommodation.

SA48: The following are identified as strategic multi-user routes and will be protected from development unless required as part of a public transport corridor. Where stretches are already in existence they will be improved; otherwise new links will be provided to complete the routes proposed:
(1) From East End to former Penshaw-Pallion line via the riverside

SA54: Major new developments will be directed to the following sites, the principal land use intentions being as shown:-
(10) West Wear Street: Offices (B1), hotel (C1), specialist housing (C3)
(11) Russell Street: Offices(B1), specialist housing(C3)

SA93: Footpaths / multi-user routes will be enhanced and further developed in the following locations:-
(2) the multi-user route along the Panns Bank riverside to link with the similar system at Festival Park

SA94: Clearly defined, well designed cycle routes with appropriate connections to adjacent uses and to strategic multi-user routes will be provided in the following locations:-
(2) Wearmouth Bridge to Panns Bank via Pann Lane
Provision will also be made for cycle parking.



St Peter's Church

Local Development Framework (LDF)

The City Council's Core Strategy (Revised Preferred Options Draft 2010) lies at the heart of its emerging LDF and sets out the City Council's approach to broad spatial issues such as housing, the environment and economic development.

This broad spatial approach will guide the preparation of the forthcoming Allocations DPD (Development Plan Document), which will set out specific land-use allocations across the city. A comprehensive evidence base informs this approach.

Policy CS6 Central Sunderland recognises the importance of the cWHS as a world class heritage designation which will attract tourist and investment in to the city. It also identifies the need to rejuvenate the river corridor to bring life to the banks of the river and improve the setting of the city's landmark bridges.

Old Sunderland Riverside Conservation Area

Old Sunderland Riverside Conservation Area was declared in 1994. It encompasses the historic quays and wharfs on the south shore of the River Wear, whose origins are in medieval times; also included are the ancient highways of High Street and Low Street that once linked the early settlement of Sunderland with its parish centre of Bishopwearmouth, about one kilometre to the west.

The special interest of this area lies in its archaeology, history and up-standing architecture. Archaeological linkages exist between the south shore and the 7th century monastic site of Wearmouth on the north shore; hence, it is in part included within the buffer zone of the cWHS. The conservation area has been the subject of heritage-led regeneration initiatives since its designation and several key historic buildings have been restored from a ruinous state and brought back into use. Nevertheless, the Conservation Area is included on English Heritage's 'Heritage at Risk Register' for 2011 and identified as being 'at risk'.

Generic policies for the preservation and enhancement of conservation areas are to be found in the Government's Planning Policy Statement No.5: Planning for the Historic Environment and the saved policies of the Council's Development Plan (Policies B2 to B17) until superseded by the city's LDF. The council has a programme to produce specific 'character appraisals and management strategies' (CAMS) for its 14 conservation areas; the CAMS for Old Sunderland Riverside is at consultation draft stage. The final draft will be completed and referred to Council for adoption as Planning Guidance in early 2012. This will provide guidance for the conservation of heritage assets and for the sensitive redevelopment of current and future vacant sites.

Central Area Urban Design Strategy SPD

The council's adopted Sunderland Central Area Urban Design Strategy (SCAUDS) aims to deliver the highest qualities in urban design on key and major development sites around the city centre and along the river corridor.

The document's vision seeks to secure and enhance Sunderland's central area as an economic driver for investment and regeneration, and support it as a place that is valued by the whole community where people want to live, work, study and visit.

Within the strategy, the masterplan area is divided into two central area districts. North of the River Wear is the St Peter's District which it describes as an enviable collection of city destinations which includes the university, the National Glass Centre, and the cWHS of St Peter's making the district a key opportunity and city destination. South of the river is the Panns Bank District which it describes as having dramatic topography, river views and a historic pattern of streets which can provide the setting of a growing mix of cafes, bars, restaurants and apartments.

Residential Design Guide SPD

The council's adopted Residential Design Guide aims to deliver high quality sustainable residential development.

The document identifies the principles upon which good residential design is based and identifies key criteria against which proposals will be assessed. These criteria include the degree to which a development:

- Responds to the context of the site
- Successfully connects to existing routes and facilities
- Addresses the needs of the community
- Establishes a well structured layout
- Creates a safe and attractive public realm
- Considers the detailed elements and materials necessary for good design
- Harnesses the potential for energy efficient layout and construction

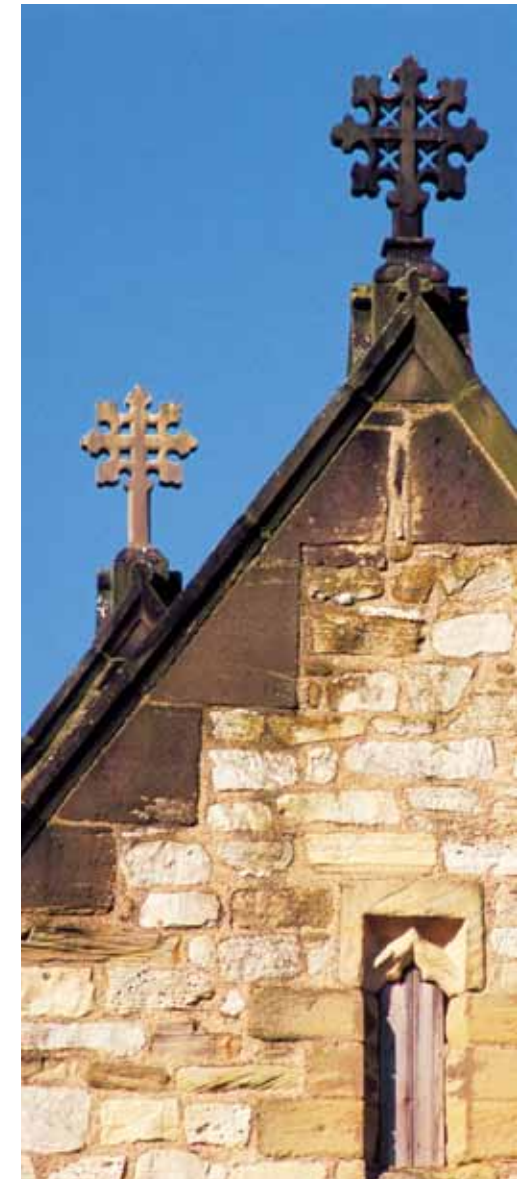
3.4 Other planning considerations

The council's Strategic Housing Land Availability Assessment (2010) assesses potential sites for future housing development and seeks to ensure that land availability is not a constraint on the delivery of new homes.

The council's Strategic Housing Market Assessment provides an assessment of the requirements of housing in Sunderland, including types of housing, locality of housing and affordable housing. It also researched the needs of the wider communities.

The Retail Needs Assessment forms part of the evidence base to inform retail policies in the emerging LDF. The study provides an in depth analysis of shopping patterns and provision in the catchment area and identifies future need and capacity across the city until 2021.

The above documents can be found at www.sunderland.gov.uk/ldf



St Peter's Church

4.0 Site context

This section of the document considers the context of the SPD area under the following headings:

- Historic context and heritage significance
- Physical context
- Built form
- Surrounding townscape
- Current land uses
- Views of value and heritage significance
- Access
- Other issues (including flood risk, geology)
- Concluding SWOT Analysis

4.1 Historic context and heritage significance

Early History - 7th to 17th Centuries

The monastery of St Peter was founded by Benedict Biscop in 674 AD. The monastery occupied a site with a natural harbour on the north bank of the River Wear. The most famous member of the community was the Venerable Bede who was born in 673AD. The monastery at Wearmouth, twinned with its sister monastery at Jarrow (built some eight years later and often referred to as 'one monastery in two places', a central theme to the WHS candidature) enabled Bede to become one of the greatest scholars of his day. His life and legacy combined with the important

physical remains make the monastery a site of world importance that contributed considerably to what is generally regarded as the 'golden age of Northumbria' as a centre of culture and learning.

The monastery was abandoned due to Viking attacks in 845-7 AD but revived in 1072 when it became part of the cell of Durham, though this was only to last until 1083. From that time the occupation of the monastic site appears to have been minimal and sporadic, until around 1235 when it was re-occupied by the Durham cell. A monastic presence was maintained at the site throughout much of the medieval period, though it never again achieved the international significance that it had in its early years.

The lay settlement of Monkwearmouth is thought to have been focused either to the north or to the south and west of the Church. Its location remains a matter of conjecture and is the subject of ongoing archaeological research.

On the south side of the River Wear, opposite the monastic site, there is documentary evidence from the seventh century of a settlement, which most likely developed into Sunderland. This was almost certainly associated with a medieval port, as mentioned in the charter of Hugh Pudsey 1180-83, which is the first clear evidence for the existence of South Wearmouth as a place of maritime commerce, later to be incorporated into the town of Sunderland.

Excavations at the Fish Quay between Low Street and High Street East have recorded well preserved medieval remains including evidence of the fishing industry. Excavations also revealed that the area north of Low Street had been reclaimed from the river in the sixteenth and seventeenth centuries. Above these deposits a series of riverside structures and cellars were excavated.

18th and 19th Centuries

A dramatic change directly affecting St Peter's Church at the end of the 18th century was large scale dumping of ships' ballast to form 'ballast hills'. This tipping in the early 18th and 19th centuries resulted in the distance to the river from the Church increasing from 173m to 322m. Stretches of the north bank are therefore located on reclaimed land. Much of the ballast hills were cleared away in the early 19th century.

In the latter years of the 19th century, the church was quite radically reconfigured and the nave enlarged to its current appearance. The appearance of the church today is very different from that of Anglo-Saxon times. The main surviving feature being the west porch with its distinctive carvings and masonry wall adjoining.

The first Wearmouth Bridge, at the western extent of the SPD area, was built in 1796 and was the largest iron bridge in the world. The bridge was extensively modified in 1858 by Robert Stephenson, but was demolished in 1929, the same year in which the present



St Peter's Church c.1920

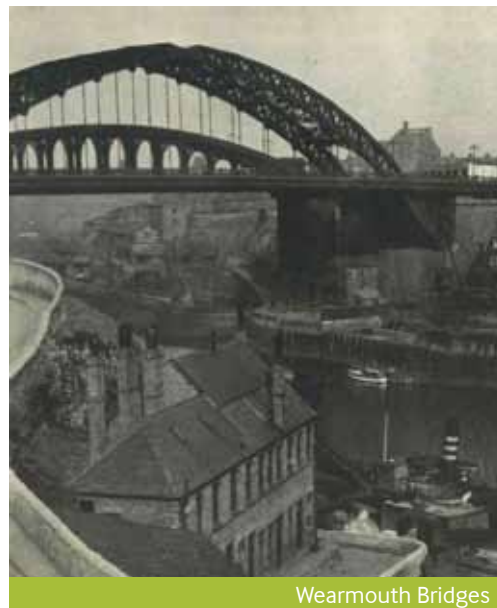
Wearmouth Bridge (Grade II listed) was constructed. This is one of the most iconic historic buildings in the city and dominates vistas of the river corridor in the river's lower reaches. Immediately west of this is the listed Wearmouth Railway Bridge of 1879, then the world's largest hog-back iron girder bridge with a single span of 300 feet.

By the time of the First Edition Ordnance Survey of 1856, the northern bank of the River Wear was occupied by a mix of residential properties and industrial buildings including iron works, a brewery, timber yards, a ship building yard and a gas works. During the course of the 19th century, terraces of 'Sunderland Cottages' (single-storey houses for workers) filled the area around the church.

The main industry on the south side of the river was ship repair and ship building which took up much of the space between the river and Pann's Bank. The other industry of particular note was the Sunderland Glass Bottle Works. To the south of Pann's Bank was mostly housing, with a gas works near the eastern extent of the site. At the bottom of Bodlewell Lane, where the river bends to the north, was a ferry that remained in operation until the 1950s. There is an ambition to re-establish such a service today.

20th Century to Present

The SPD area has been occupied by a variety of uses including shipyards, engineering works, sawmills, timber yards, warehouses, breweries and gas works, together with residential uses. The North Sands Shipyard dominated the northern bank of the SPD area until its closure in 1979; the demise of shipbuilding elsewhere on the lower reaches of the river was a serious blow to Sunderland, its economy and people. Ship building on the River Wear in this vicinity was of immense importance to the town (in the mid-1950s the 'biggest shipbuilding town in the world') and its heritage value remains a source of immense civic pride. The last yard closed in 1988.



Wearmouth Bridges

During the period 1987 to 1998, the SPD area was subject to the special planning regime of an Urban Development Area (UDA), where development control powers were exercised by the Tyne and Wear Development Corporation (TWDC). The TWDC was established to develop land on the banks of the River Wear and River Tyne. Its flagship developments included St Peter's University in Sunderland, East Quayside in Newcastle and Royal Quays in North Tyneside.

TWDC extensively reclaimed riverside lands at St. Peter's from defunct heavy industrial use to provide sites for new industries and commerce to regenerate the City. The main development was the University's £60 million flagship St Peter's campus on the former North Sands Shipyard.



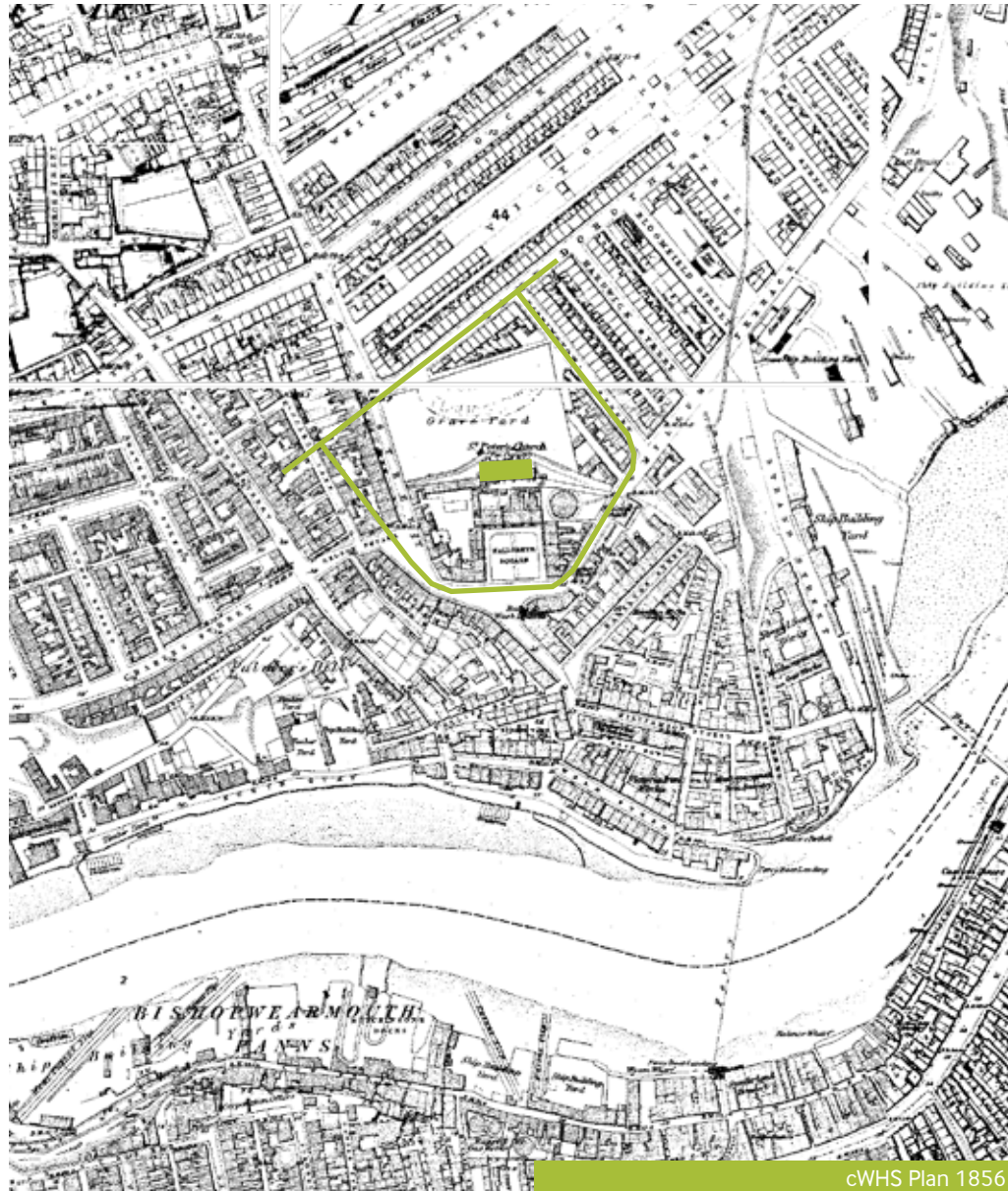
View towards St Peter's Church from the South Shore c. 1940's

TWDC also assisted in the delivery of the National Glass Centre tourist attraction which houses the ceramics and glass teaching elements of the University and located here as St. Peter's was the first place in the country where glass was manufactured - the skills being imported from 7th century Gaul for use in the building of the original church. The North Sands Business Centre and residential development around Pann's Bank on the south shore were also delivered during the TWDC years. Large tracts of reclaimed land still remain available for development, the most recent completed scheme being the St Peter's Sixth Form College.

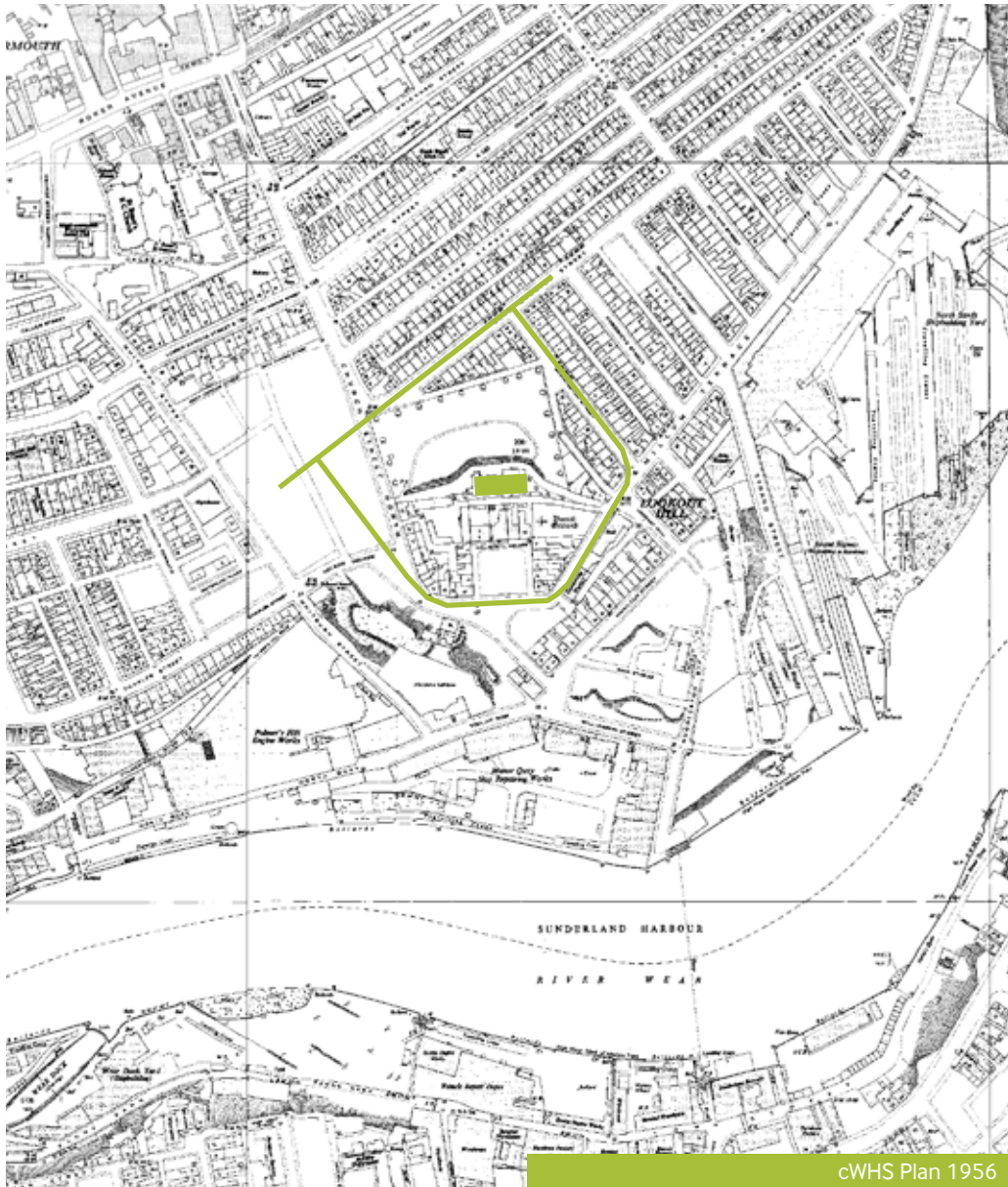
On the south shore, TWDC in partnership with Sunderland City Council embarked upon a heritage led regeneration scheme; first, jointly declaring the Old Sunderland Riverside

Conservation Area in 1993; then immediately establishing a funding partnership with English Heritage. With this area-based regeneration funding in place, further site specific bids were made to secure the restoration of several key historic buildings that became focal points for regeneration activity. Grants were secured from Heritage Lottery Fund, English Partnerships, the Government's Single Regeneration Budget and the European Regional Development Fund. In this manner the following buildings were restored and brought back into beneficial use: Exchange Buildings, Wylam Wharf Bonded Warehouse, Low Street Bonded Warehouse, Eagle Workshops, Lambton's Bank, Lambton House and Virginia House. This heritage initiative continues in 2011 as such funding remains available through the council's partnership with Heritage Lottery fund (a Townscape Heritage Initiative) though the economic downturn since 2008 has severely undermined its effectiveness.

Following the closure of other major industries in central Sunderland, Sunderland Urban Regeneration Company - Sunderland arc - was established in 2002 in order to fulfil the aspirations of the Government's Urban Task Force and subsequent Acts of Parliament to promote the urban renaissance of Sunderland. These events also led the City Council to update the development plan for Central Sunderland - the UDP Alteration No. 2: Central Sunderland provides the current land-use policy context for the area.



Maps: This succession of Ordnance Survey plans illustrates the radical changes in scale and massing of buildings in the area in the last 150 years. Photographs reveal that the built presence changes over time from terraces of houses to huge shipyard sheds. Coupled with other evidence, it seems that any direct visual or physical link between the church and the river was lost some 200 years ago. The views achievable today are due to the demolitions of riverside industries in the 1980s and 1990s, as part of a Government strategy to make the river corridor available for new enterprises through which the city would be regenerated; Chief amongst such enterprises has been the University of Sunderland. Whilst valued, the views enjoyed today are destined to be obscured at least in part, when further new development required to achieve the Development Plan's designation of this area as a 'Strategic Location for Change' is taken forward, especially in relation to the further expansion of the University Campus. However, it is highly desirable for significant visual and physical linkages to be preserved and enhanced in order to maintain the attribute of OUV that relates to the monastic site's estuarine setting and this requirement is to be an important element of this planning framework.



cWHS Plan 1956



cWHS Plan 2009



Aerial photograph showing the physical context of the Wearmouth Masterplan area

4.2 Physical context

The SPD area has an apparent and distinctive form which would commonly be associated with a river gorge and estuarine setting. With the River Wear running through the centre of the site, both the north and south shores contain steep slopes which accommodate the change in levels between the surrounding limestone plateaux on which the city centre and Monkwearmouth are located and the level of the river itself. As is common for an estuarine setting, the steepness of these slopes lessens towards the east as the Wear Valley opens out and the river joins the North Sea. Consequently, the form and appearance of this relatively small section of the gorge changes dramatically as it passes through the SPD area. To the west, the gorge is narrow and characterised by steep slopes and cliffs which make this section of the gorge an ideal location for both the Wearmouth Road and Wear Rail Bridges. To the east, the gorge is significantly wider and characterised by gentle slopes which opens out to panoramic views of the coast.

The land along the river's north shore has been reclaimed from industrial use to gentle grassed slopes, with land terraces being introduced where the steepness of the topography increases to accommodate the future wholesale redevelopment of the site. Much of this work was done in the 1980s and 90s under the remit of the now defunct Tyne and Wear Development Corporation and some areas have since been developed by the University of Sunderland as part of the city's regeneration.

In the interim and prior to development, many areas of land along the north shore have been basically landscaped to form temporary areas of green open space, or have been used as surface car parking for the university. Other areas where development has either stalled or is yet to commence remain fenced off and inaccessible. All these features offer a poor relationship to both the river and the cWHS and offer very little benefit to the aesthetic value or functional role of the wider area.

The topography of the south shore is much steeper which has had a greater influence on the area's appearance. The area was not as suitable for large scale ship building factories, and consequently has not been subject to wholesale site clearance and redevelopment. This part of the area is therefore much more densely built up and has much smaller amounts of open and/or vacant development sites.



The National Glass Centre

4.3 Built form

The historic and physical context of the SPD area has inherently influenced the built form and townscape appearance of the area itself. Reflecting the physical context of the area as discussed above, both the north and south shores have very distinctive and different characters with regard to their built form.

With the exception of the cWHS site itself, the north shore has very few remnants or visible evidence of its rich heritage, and consists primarily of either modern buildings or large areas of open and vacant space. The age of these buildings range from a group of small scale 1960s industrial buildings to the contemporary architecture associated with the National Glass Centre and other university buildings. The scale of these buildings range in height from 1-2 storeys around the cWHS itself, up to 8 storeys at the Bonners Raff development immediately adjacent to the Wearmouth Bridge.

The south shore is of a very different character being the remnant of Old Sunderland, which has not fared well since World War II. These ancient streets were once very densely developed. Wartime bombing and post war slum clearances, coupled with the decline in the traditional marine industries since the 1960s have served to severely fragment their built form and developments that have taken place in the mid 20th century have been

of poor quality. The intervention of various regeneration agencies has led to several very notable historic buildings being restored from a derelict state and returned to full and beneficial use. These punctuate the townscape and give a sense of what the area was like in its hey-day.

These historic buildings have been complemented by a small number of modern interventions such as Echo24 to the west, the University halls of residence, and the River View apartments above the Fish Quay to the east. There have gone some way to restore a distinctive built presence to the High Street, but much remains to be done.

There are much fewer vacant development sites on this side of the river, although sites at Numbers Garth, Scotia Quay and land adjacent to 197 High Street East represent significant development opportunities. Notwithstanding the above, developments along the south shore are anticipated to be piecemeal in nature, fitting into the already well established urban fabric of this part of the city, instead of a more comprehensive form of development more likely along the north shore.

4.4 Surrounding townscape

The dense, fine urban grain that was prevalent in the mid 19th Century was lost in the 20th Century as the shipbuilding and ship repair industries developed to a much larger 'monumental' scale along the riversides. These in turn have been removed and the area today has a fragmented character in terms of built form. Architectural styles vary from the ancient and historic, as exemplified by St. Peter's Church, to the modern and contemporary at St Peter's Campus and the National Glass Centre, but also include simple and poor quality single storey industrial units - all can be found on the north shore.

To the north of Dame Dorothy Street, Church Street provides the main vehicular route from the north for car bound visitors approaching the St Peter's area. The environs of Church Street are quite poor and have an air of dilapidation, though this improves as the junction with Dame Dorothy Street approaches and the church of St Peter and the University Campus come into view. At this point, the development to either side is of more recent origin and in reasonable condition, though rather uninspired.

To the west of Church Street lies the Dundas Street area; this is also quite poor and fragmented, but offers opportunities for new development to lift the area. Some developer interest is already evident here; the main interest from a conservation viewpoint lies in the potential for archaeological remains to be present that may relate to the St Peter's monastic site, or hopefully may relate to the medieval lay-community of Monkwearmouth that may have occupied lands in this locality.

Dominating the river gorge and providing the dramatic backdrop to nearly all of the townscape described above, is the Wearmouth Bridge. This imposing and iconic structure demands respect and provides a dramatic end-stop to many splendid views of the river that may be enjoyed from many locations along the two banks of the river. Perhaps the most notable being the view from around Scotia Quay to Noble's Quay on the south shore from which the whole panorama of the river valley may be taken in, from the bridge in the west to the harbour mouth and North Sea beyond to the east.

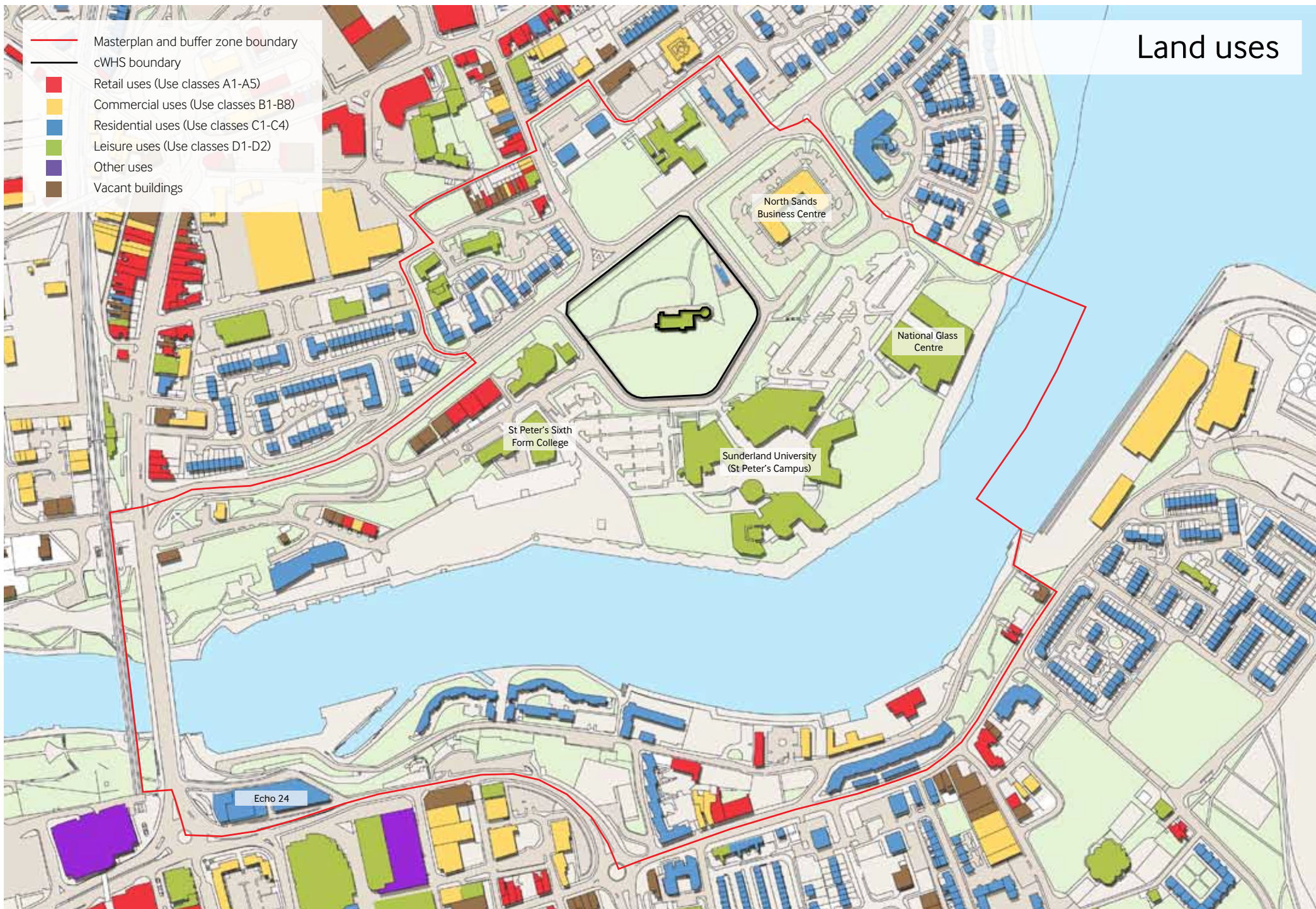
Other than the quays and wharfs, the setting of the cWHS is thus of very recent origin and features few structures of heritage significance as such, but is inclusive of several modern structures of undoubted architectural merit. The estuarine setting of the early monastic site (a motivating factor for its founders) is still discernible, but the character of the landscape and townscape is quite unrecognisable from its Anglo-Saxon form. The area continues to evolve from the period in the 1990s when, to an extent, the slate was wiped clean. Many areas of open space and other areas currently used as surface car parks are actually awaiting development proposals. The challenge of this SPD is to ensure that the development that occurs here will be befitting of a heritage site of international importance.



Echo 24 and the Wearmouth Bridges

Land uses

- Masterplan and buffer zone boundary
- cWHS boundary
- Retail uses (Use classes A1-A5)
- Commercial uses (Use classes B1-B8)
- Residential uses (Use classes C1-C4)
- Leisure uses (Use classes D1-D2)
- Other uses
- Vacant buildings



4.5 Current land uses

There are quite distinct breaks between groupings of land uses in the SPD area. The most distinctive grouping is that of the modern faculties of the University Campus that has at its hub the internationally important heritage asset of St Peter's Church, and the Monkwearmouth Anglo Saxon Monastery and Medieval Priory. Also within this grouping is the North Sands Business Centre; and fronting the riverside is the National Glass Centre, a unique venue providing activities inspired by glass and set to become a reception facility for visitors to the World Heritage Site. Built in 1998 to celebrate the historical and contemporary relevance of glass art and manufacture to the site, it continues the early values of the Wearmouth-Jarrow monastery.

To the west, between the campus and the Wearmouth Bridge, is Bonnersfield. This steeply sloping area once accommodated many small workshops and warehouses relating largely to ship repair activities, almost all of which have now been cleared. Key amongst the surviving buildings is Bonners Raff, a warehouse converted to residential apartments. Considerable developer interest has been evident in recent times and a number

of development concepts have been brought forward, but a suitable and viable form of development remains to be devised. Within Bonnersfield there is also a terrace of light industrial units dating from the 1980's which are predominantly vacant and of poor form. This quite substantial site is seen as suitable for a mixed use development of potentially significant physical presence.

To the north of Dame Dorothy Street is an area of post-war residential properties, including three 14-storey residential apartment blocks and Dame Dorothy Primary School. Other uses present include a medical centre, a community centre and a cluster of older commercial uses along Church Street North. Several commercial units are currently vacant and the area has an air of dilapidation, though there is some developer interest that may help to address this.

On the south shore of the river, the historic quays of Old Sunderland run along the river's edge from Pann's Bank in the west to Corporation Quay (the Port of Sunderland) in the east. This is a narrow area of land between the historic High Street and the river. Key uses include the Echo 24 apartment block, which includes a ground floor restaurant; significant areas of student halls of residence, offices, restaurants, the Fish Quay and the modern apartment block River View. This part of the SPD area is also located within the Old Sunderland Riverside Conservation Area.



The area's urban grain offers an indication to the range of uses located across the site

4.6 Views of value and heritage significance

Long established as a fundamental component of the setting of the cWHS are the views which currently exist of the church building and wider monastic site. These include views both into and out of the cWHS itself, but also views which provide clear visual links between the cWHS and other key features within the SPD area, for example the river, surrounding attractions and gateways.

Strategic aim 3 of the WHS Management Plan covers the objectives and policies associated with development and regeneration projects within the buffer and wider setting of the monastic site at Wearmouth. Prime amongst those relevant to the issue of views are the following:

Policy 20 (Management plan policy 3a.1) The Wearmouth-Jarrow Partnership will continue to influence the local authorities to embed the protection and enhancement of the property's Outstanding Universal Value, including key views and potential archaeological deposits, in planning policy (particularly Local Development Frameworks and supporting plans, guidance and strategies) in accordance with statutory planning procedures.

Policy 21 (Management plan policy 3b.5) The local planning authorities will manage change to protect and enhance the attributes of Outstanding Universal Value of key views identified in the Conservation Plan.

Land within the setting of the cWHS at Wearmouth is proposed to undergo major regeneration in ways which could impact on key views to and from St Peter's and the monastic site. Some development in the setting may present valuable opportunities to enhance views, but some views that are currently enjoyed are in danger of being obstructed, at least in part, through new buildings being erected. Such obstructions must be minimised or mitigated as appropriate if the above policy of the WHS Management Plan is to be satisfied.

All of the WHS attributes identified above, demand an understanding and appreciation of the extent to which they may be impacted upon by the visual quality of the WHS's surroundings and the vantage points from which they may be observed. Matters of a visual or aesthetic nature and an analysis of key views are of primary concern in relation to the first two attributes described above. Key Views have therefore been identified in the WHS Management plan (2011) following detailed visual analysis of the site. These have been identified on the basis of locations from which meaningful views of or from the cWHS can be enjoyed, and at the same time demonstrate one or more of the attributes identified in the Statement of OUV. The views are described in detail in **Appendix 2** of this document.

This analysis has been adopted for the purposes of this SPD and supplemented in the light of opportunities for enhancement that have been revealed during the preparation of this document.

The key views are as described below:

- P1 An unfolding panoramic view over a length of some 300m at high level on the south shore with a particular vantage point from the current car park on West Wear Street
- P2 An unfolding panoramic view at low level from the south shore over a length of some 250 metres with a particular vantage point to the east of the viewshed, aligned with a radial line of sight through the Campus to St Peter's monastic complex, with the Anglo-Saxon west porch and tower as a focal point
- P3 An unfolding view at low level from the north shore over a length of some 150m. Currently restricted by the convex landform and seasonal foliage, this viewshed has the potential to be greatly enhanced through the resculpting of the contours in conjunction with the future redevelopment of the site
- P4 A 360-degree panorama achieved from the roof terrace of the National Glass Centre showing the relationship of the river corridor and St Peter's monastic complex to the harbour mouth and sea beyond
- P5 Close range views of church as observers move along Dame Dorothy St, with St Peter's Church and monastic complex suddenly revealed in its landscaped setting.
- P6 A contained view along Church Street when approaching from the north.

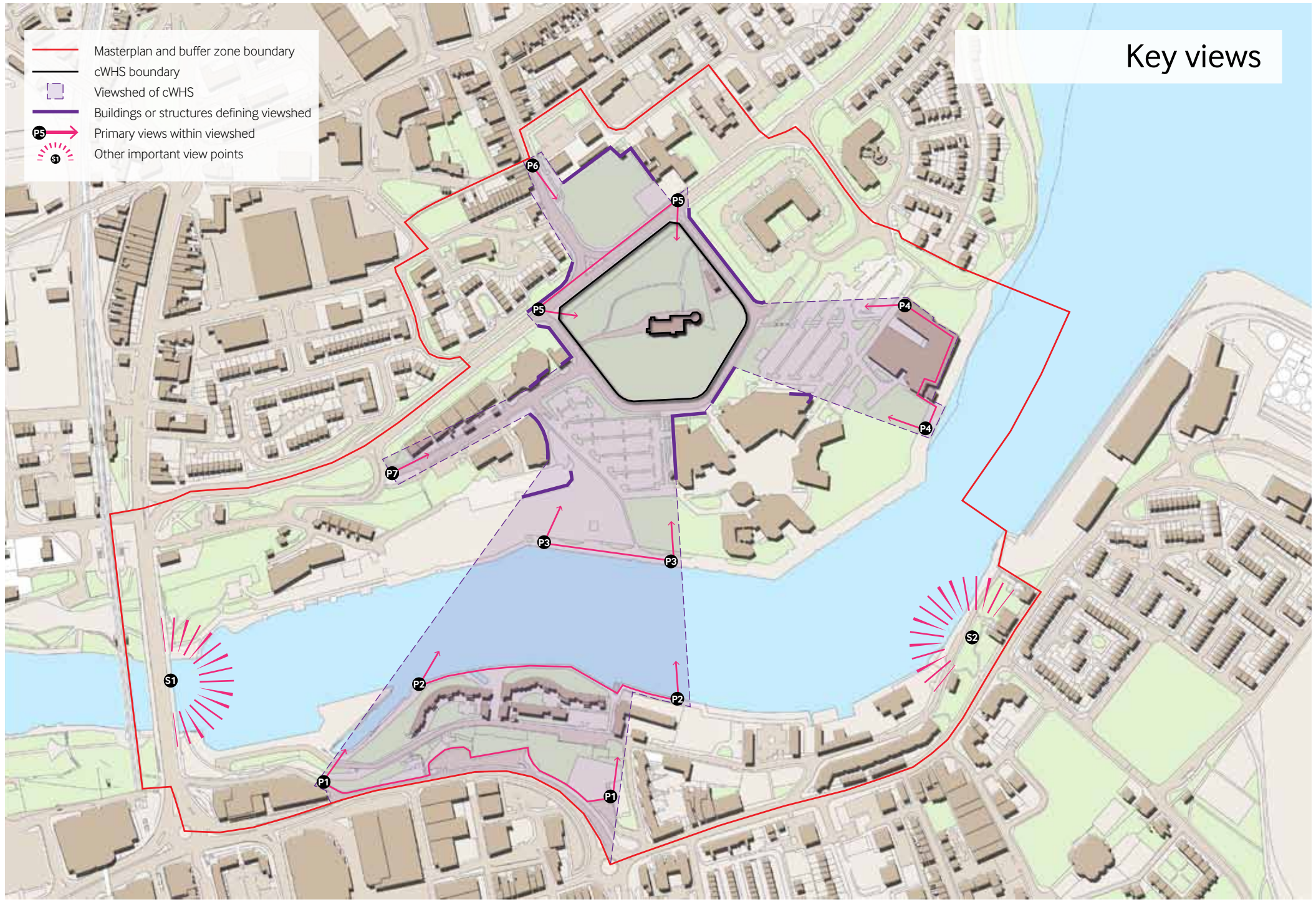
- P7 A contained view along Charles Street to the St Peter's monastic complex
- Converse of P2: A view from the monastic complex through the University Campus towards the River Wear and across it to the viewpoint on the south shore.
- Converse of P4: View from St Peter's monastic complex towards the National Glass Centre and beyond to the river corridor, harbour mouth and open sea

Other Significant Views at Wearmouth include a set of secondary views. These do not directly demonstrate the OUV as the WHS itself cannot be seen; however, they do provide contextual information on the dramatic geography of the estuarine setting of the Property.

- S1 Wearmouth Bridge looking eastward
- S2 Noble's Quay

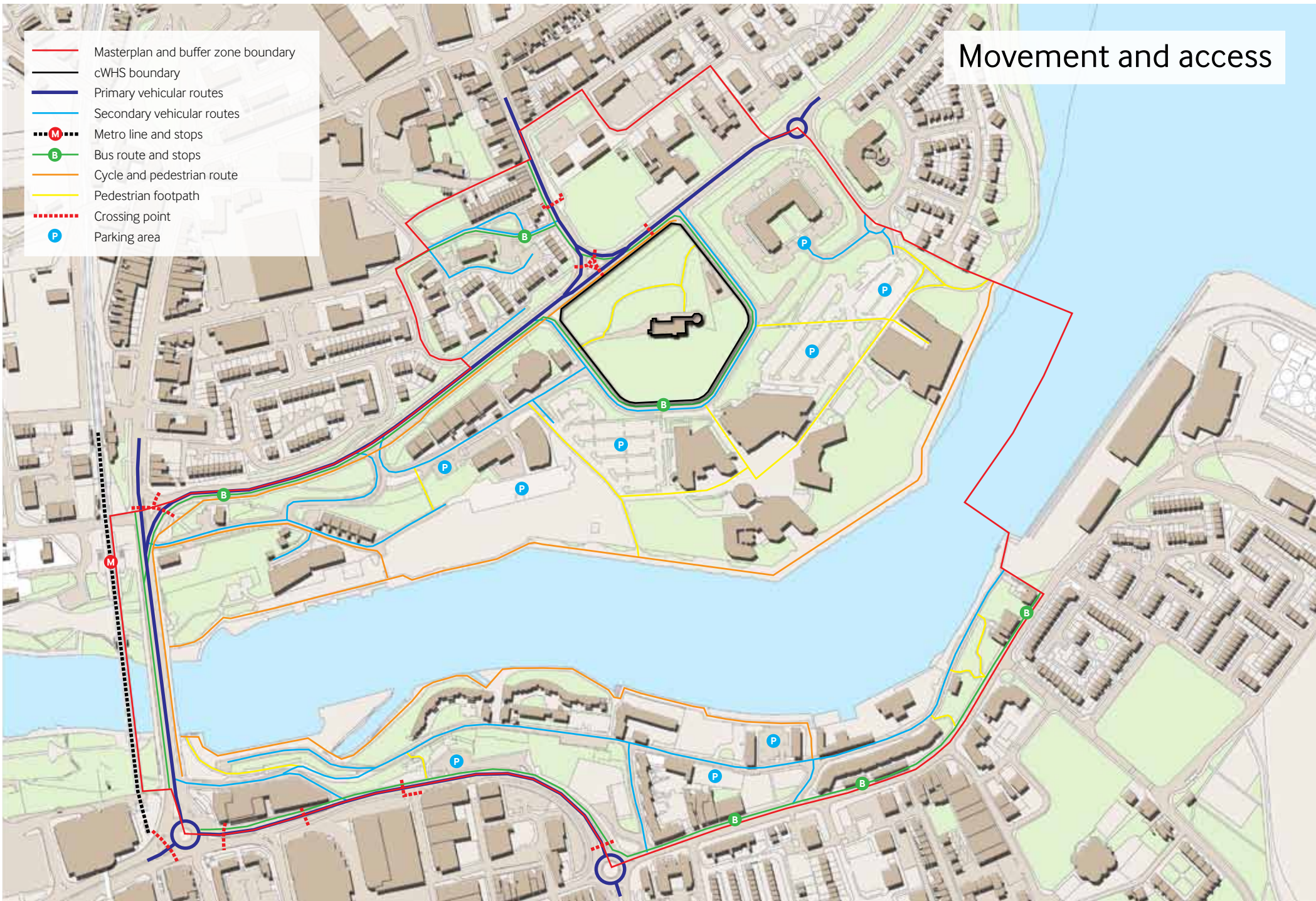
Key views

- Masterplan and buffer zone boundary
- cWHS boundary
- Viewshed of cWHS
- Buildings or structures defining viewshed
- P5 Primary views within viewshed
- S1 Other important view points



Movement and access

- Masterplan and buffer zone boundary
- cWHS boundary
- Primary vehicular routes
- Secondary vehicular routes
- Metro line and stops
- Bus route and stops
- Cycle and pedestrian route
- Pedestrian footpath
- Crossing point
- Parking area



4.7 Accessibility and highway capacity

Accessibility for both pedestrians and vehicles throughout the SPD area is rather fragmented due to the variety of land-uses and the area's topography. There is no continuous vehicular link through the area other than Dame Dorothy Street, which is one-way westbound from its junction with Church Street North.

St Peter's is well connected to neighbouring areas to the east and west with a continuous shared-use footpath/cycleway along the river. Both shores feature promenades that accommodate multi-user routes; the north shore is of particular note as it forms part of National Cycle Way NCN1 and the Coast to Coast (C2C) route which terminates at Roker Beach, some half mile to the east. These connect to the St Peter's Metro Station with some effort, although proposals to provide a new subway beneath the Wearmouth Bridge would improve the current situation. The area benefits from proximity to the city centre and frequent Metro services. Whilst no public bus services currently serve the area, bus stops are within walking distance.

Primary and secondary vehicular routes, with cycle routes and pedestrian access points are illustrated opposite. Future developments in the area will place additional strain on existing highways to the north and south of the SPD area. There are existing capacity and traffic

flow issues on the approaches (north and south) to Wearmouth Bridge at peak times. Any major development proposals will need to be accompanied by a Transportation Assessment to review traffic movement and capacity.

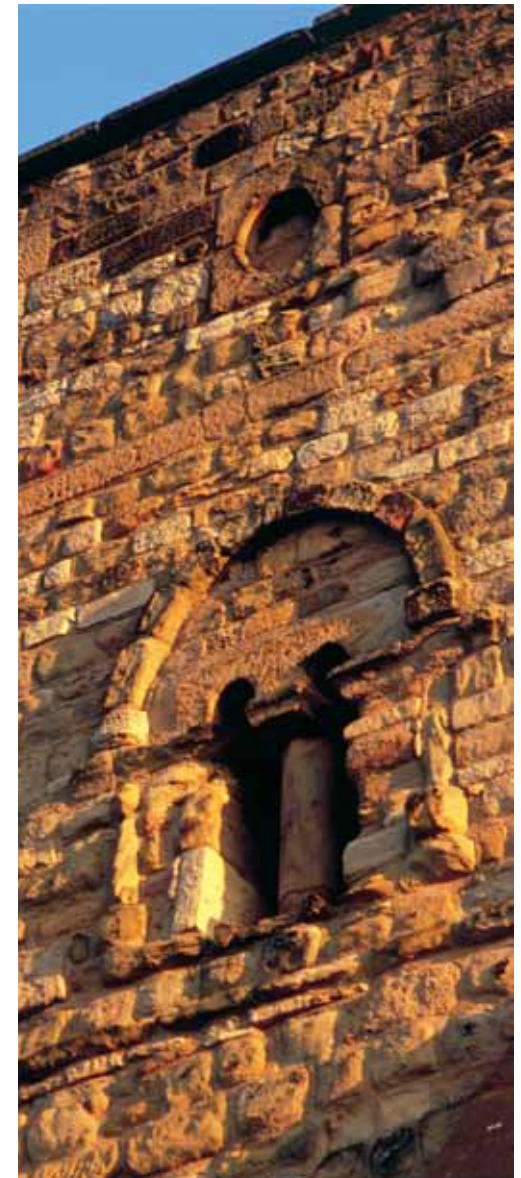
A proposed improvement scheme to the Wheatshaf Gyratory may reduce the significance of capacity constraints. These proposals are part of a bus corridor improvement scheme to modify certain junctions and are subject to Department for Transport funding. It is also understood that the proposed Sunderland Strategic Transport Corridor (SSTC), once in place, would reduce traffic flows on North Bridge Street. However, these are medium to long term projects in terms of full completion and should not wholly be relied upon in terms of mitigation of traffic generation; accordingly limiting parking and travel planning options are seen as key issues.

Future development of the University Campus has the potential to improve the provision and legibility of pedestrian routes. New waterfront development would also increase surveillance of the riverside footpath/cycleway, increasing the sense of security for pedestrians and cyclists. The Planning Framework should address parking provision as a number of existing parking areas are proposed to be developed – the potential for undercroft parking spaces in areas adjacent to the riverbank requires further investigation. The number of parking places is yet to be defined and would be formulated taking into account the maxima for individual uses set within UDP Policy T23A, PPG13 and PPS4. However,

the aim is to bring down the current parking standards in line with a sustainable travel plan, yet to be developed, which would discourage car use on campus and promote other means of transport. It is important that car parking is appropriately screened from key views and must not compromise the Outstanding Universal Value of the candidate World Heritage Site. These issues are addressed in the Design Code provided later in this document.

Pann's Bank forms a narrow strip of land on the south shore with significant level differences. Pedestrian, cyclist and vehicular routes predominantly run parallel to the river. Access between West Wear Street/High Street East and the waterfront is restricted by the topography, the linking lanes and steps being steep. Access is most readily achieved to the east via Bodlewell Lane.

Proposals for a new ferry connection have been the subject of a feasibility study and would improve pedestrian linkages between the north and south banks of the river and between St Peter's, Sunniside and the City Centre. As other strategic riverside sites are developed, such as Stadium Park and Farringdon Row, there is scope for such a ferry to service those sites also, thereby re-introducing water-borne activity to the river for leisure purposes as much as for simply transportation reasons. A longer-term aspiration is the provision of a new footbridge across the river downstream of the Wearmouth Bridge, though a successful, regular ferry service may negate the need for this.



St Peter's Church Tower

4.8 Other issues

A number of other, less significant issues were identified through the consultation process and these are dealt with below:

Archaeology

The area is of high archaeological importance and potential. Proposals for development will require an archaeological assessment and finds will need to be preserved or appropriately recorded in line with advice in PPS5.

More detailed guidance is contained within the WHS Management Plan and an archaeological strategy for the area is being devised by the Wearmouth - Jarrow Partnership. Developers should also consult with the county archaeologist for advice on these issues before proceeding with detailed development proposals.

Biodiversity

The site adjoins the River Wear Wildlife Corridor and is in close proximity to Local Wildlife Sites (formerly Sites of Nature Conservation Interest) where there is a need to protect sites and species of national, regional and local importance. New developments should provide measures to protect and enhance biodiversity.

Contamination

Current and historical site activities may have given rise to contamination of soil, groundwater and soil gas which may present risks for future development, including site users and buildings, and controlled waters (the underlying Major Aquifer and the River Wear), as well as off site receptors.

Flood Risk

The area is not considered to be at risk from fluvial or tidal flooding. Development should not lead to increasing surface water run-off which could increase flood risk and will require appropriate mitigation and should require Sustainable Urban Drainage Systems.

Climate Change and Energy Conservation

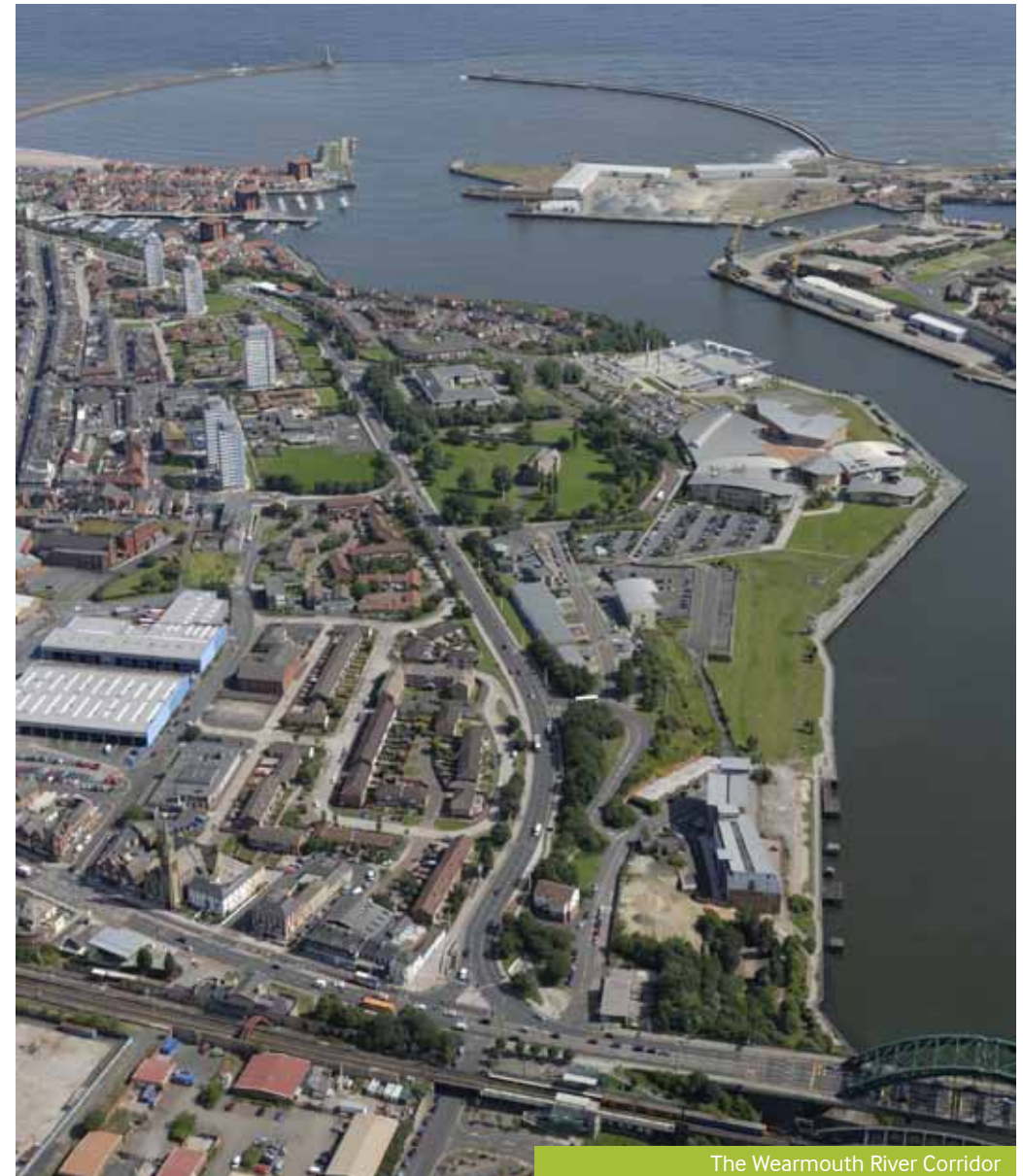
There is a need to consider the impacts of climate change, the use of raw materials and energy consumption to minimise carbon emissions and reduce pollution. Developments should achieve at least the Code for Sustainable Homes Level 4 for housing and aspire to achieve BREEAM Excellent for other developments, or higher as required by future legislation.

Air Quality

Air quality must continue to be monitored and protected. New developments must not lead to a breach in air quality objectives.

Waste and Recycling

The council is committed to reducing waste and amounts sent to landfill sites. New developments must take account of waste management and recycling in design, construction and operation.



The Wearmouth River Corridor

4.9 SWOT Analysis

The St Peter's and Bonnersfield areas, whilst accommodating major development opportunities in this strategic location for change, display a number of weaknesses and tensions which may serve to inhibit their successful regeneration. The potential for such matters to prejudice the attainment of World Heritage Site status for Wearmouth – Jarrow if not managed sensitively is recognised. Taking into consideration the area's current context as discussed above, the following S.W.O.T. analysis was carried out to ensure that the future redevelopment of the area efficiently addresses its needs and issues, whilst harnessing its full potential.

The following analysis takes into consideration the observations made in the site context section and combines them with the findings of work undertaken previously by the City Council to support the regeneration aspirations for the wider river corridor, in particular the results of consultations with the council's partners in regeneration.

The following analysis therefore identifies the components which the council recognises as the primary strengths, weaknesses, opportunities and threats for the area to be addressed in the adopted masterplan and design code.

Strengths

- Internationally significant heritage assets of outstanding value and importance
- Significant economic drivers established within the masterplan area including the University and the National Glass Centre
- Political support to secure WHS status.
- Large areas of developable land in close proximity to the city centre
- Excellent public transport and associated transport hubs, surrounding road network
- Links with the national cycle network
- Commercial and investor interest associated with the site
- Natural beauty and dramatic estuarine setting
- Commitment from the council to support comprehensive and large scale redevelopment

Weaknesses

- Some buildings on the site do not create a sense of place nor celebrate the site's internationally significant historic assets
- Large proportion of the site is covered by vacant development sites and open air car parks which creates a poor first impression to visitors
- The topography includes significant level changes that could inhibit development through issues with access and engineering
- Public realm is poor in places and there is evidence of vandalism with attendant maintenance issues;
- The site currently feels segregated from the city centre
- Levels of traffic using roads around the area can impede movement and can inhibit pedestrian links with other parts of the city

Opportunities

- To harness the economic, tourism and social opportunities associated with WHS status
- To promote the comprehensive redevelopment with the aim of delivering a new vibrant city centre quarter
- To enhance the physical and natural assets of the site including improving views and the quality of the public realm
- To realise potential of brownfield land reclaimed from former ship building yards which are now suitable for development
- To develop a masterplan to increase developer confidence and attract and stimulate future investment
- To improve the area's connectivity between the city centre and the coast
- To mitigate against the noise associated with the busy routes which currently pass through the site
- To achieve a new pedestrian link to improve connectivity across the river at its lower reaches

Threats

- Poorly designed development could adversely affect the setting of one or more of the area's many heritage assets, most importantly, the cWHS, but also the listed river bridges and Old Sunderland Conservation Area
- The current economic climate has lowered developer confidence in investing in the area for the short term. This may lead to substandard developments being granted consent to the detriment of the setting of heritage assets
- The sites industrial heritage may have left a legacy of contamination which could impact upon the viability of any given development
- Competition from other development sites elsewhere in the city and the wider region could inhibit the timely development of the site
- The site is owned by a small number of diverse stakeholders which could limit the comprehensive nature of the development of the whole site
- Archaeological deposits may lead to delays in project delivery due to the requirement to investigate and record appropriately;

- Made up ground may present construction issues and additional prohibitive cost
- Highway Capacity around certain junctions may lead to excessive congestion and deter further development

Whilst not an exhaustive list this S.W.O.T. analysis gives a clear indication of the kind of considerations which need to be taken into account when developing a coherent masterplan for the site. Whilst some considerations may carry a greater priority over others, for a masterplan to be able to successfully achieve its aims and aspirations, all of the area's strengths, weaknesses, opportunities and threats need to be acknowledged and addressed within a coherent design solution.

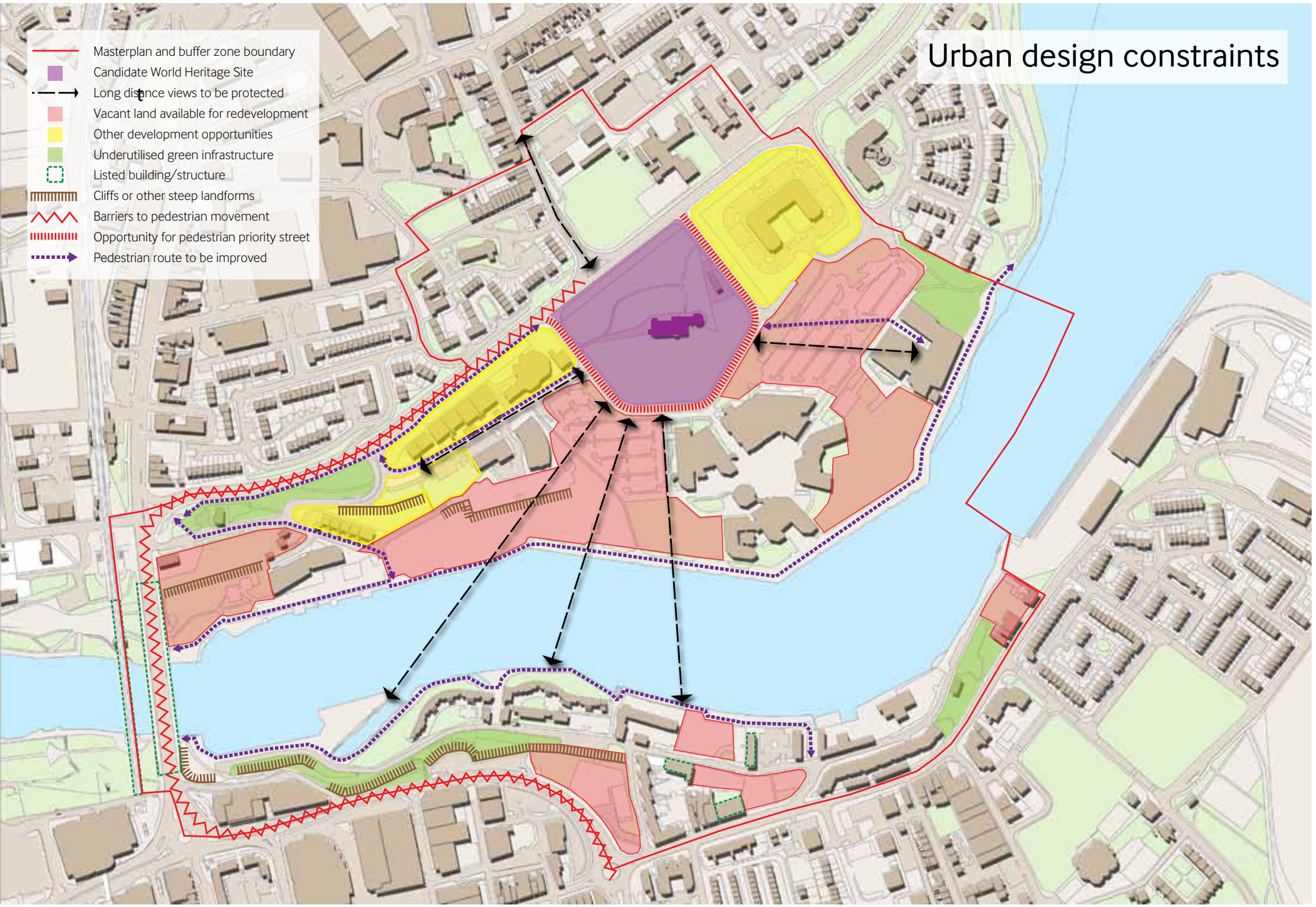
4.10 Constraints plan

The constraints plan opposite offers a spatial interpretation of the analysis of the Wearmouth area. Whilst many of the issues identified are relevant to the whole masterplan area, the constraints plan clearly recognises the areas which should be the focus of attention and the varied issues and priorities throughout the masterplan area.

The issues included within the constraints plan are by no means exhaustive but should act as a useful tool to help owners and developers develop a suitable layout which not only addresses the S.W.O.T. analysis in principle, but also spatially.

Urban design constraints

- Masterplan and buffer zone boundary
- Candidate World Heritage Site
- Long distance views to be protected
- Vacant land available for redevelopment
- Other development opportunities
- Underutilised green infrastructure
- Listed building/structure
- ▨ Cliffs or other steep landforms
- ⚡ Barriers to pedestrian movement
- ▨ Opportunity for pedestrian priority street
- Pedestrian route to be improved



5.0 Feasibility and developer aspirations



5.1 Market Context

Traditionally, Sunderland's economy has been dominated by manufacturing and heavy industries. As these have reduced in importance, the contribution of the service sector to the local economy has grown. Around 67% of the city's population is now employed by the service sector with a high proportion of these jobs being within low value services such as call centres. Around 20% of total employment is within financial and business services. At the end of 2006 around 15% of the population was still employed within the manufacturing sector, above the national average. In addition, Sunderland has a higher proportion of employment within the public sector when compared to the rest of the UK.

Over the last decade, Sunderland has successfully developed a range of out-of-town office schemes including Doxford Business Park and Rainton Bridge South Business Park. To redress the balance, the former Vaux Brewery site has been identified for a significant amount of office and residential accommodation. There is currently a limited amount of office accommodation within the City Centre, including the study area, suggesting a need for new development. Within the study area there is currently only the popular North Sands Business Centre which provides nearly 3,000sqm of serviced space.

Sunderland has the fifth largest retail footprint in the North East. There are a number of proposed retail and leisure schemes in Sunderland including the redevelopment of the Roker Retail Park to the north of the SPD area, Holmeside Triangle and part of the former Vaux Brewery sites. Any additional retail / leisure schemes to these would need to be ancillary to a wider development of a different mix of uses.

As with the rest of the UK, the local residential market has experienced difficulties due to a slow down in the UK economy over the last three to four years. As the underlying economic conditions begin to improve, developers are starting to return to the market and are seeking new opportunities. Small rises in house prices are now being recorded in most indices. Within Sunderland, a number of strategic sites are proposed which have the potential to provide a range of new housing types and which could come forward within the next 5 years.

The market for student accommodation has matured significantly over the past 5 years, with drivers for change including a need for higher quality, purpose-built accommodation. The Sunderland University has some stock built in the 1960s in need of modernisation. There remains significant operator appetite for new products in good locations close to the University, providing the new residential units are delivered in partnership with the University.

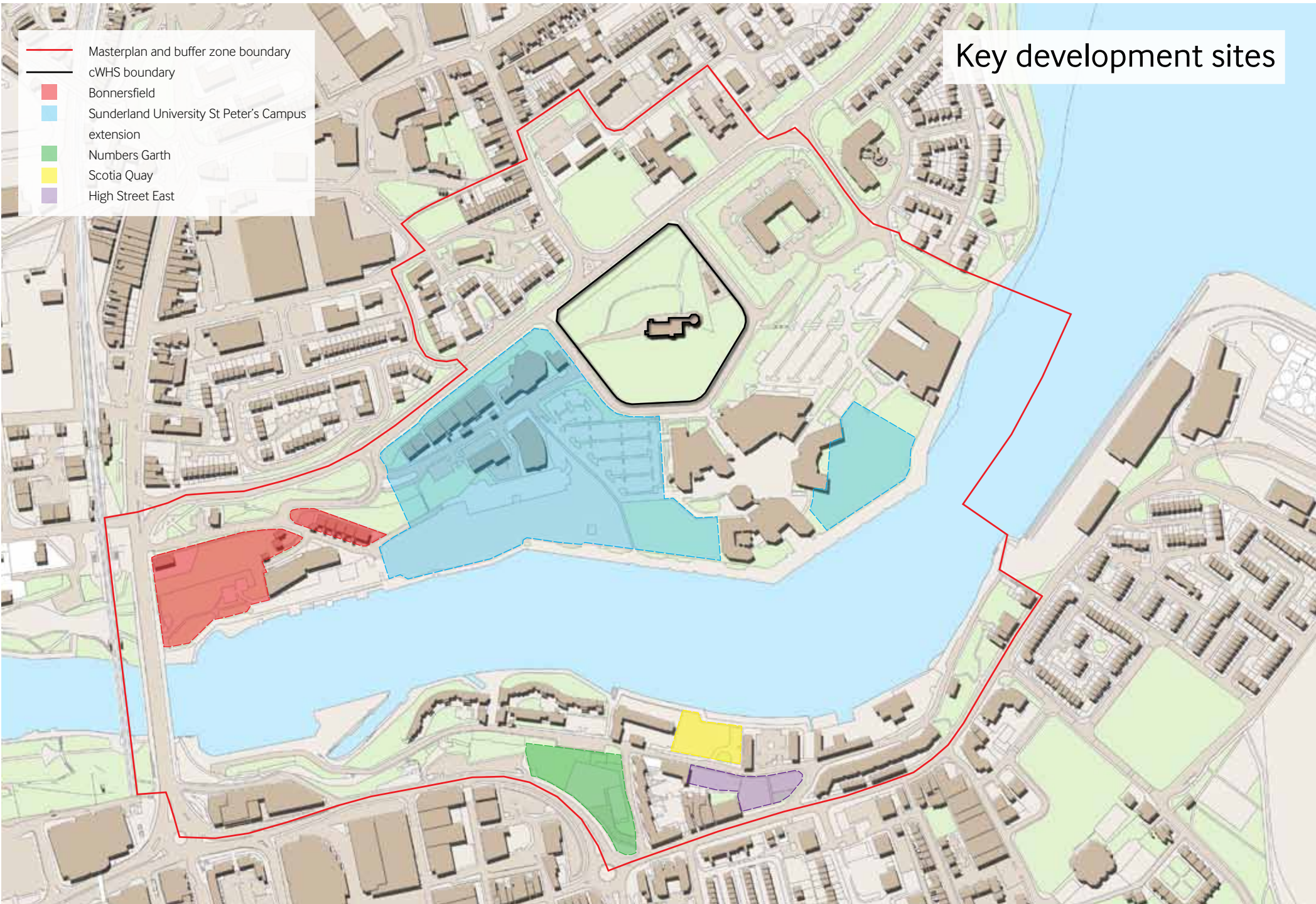
The City of Sunderland Economic Masterplan seeks to promote an enhanced role for the University in the city's emerging Economic Development Strategy. The aim of the strategy is to create a 'University City' where quality of place, urban centric assets, a city for young people, great sights and activities and a dynamic urban culture are promoted.

The University has a strong track record in fostering innovation, enterprise and skills and in helping to create wealth and job-generating opportunities. It has strong links with industry and business and works with some of the world's leading companies. The University will continue to have a key role in delivering strategies and programmes for innovation and business development.

It is in this context that UDP Alteration No.2 was brought forward and the need for this SPD was recognised. Various stakeholders have embraced the need to deliver the structural strategic changes that are desired for the SPD area and their aspirations and proposals are set out below.

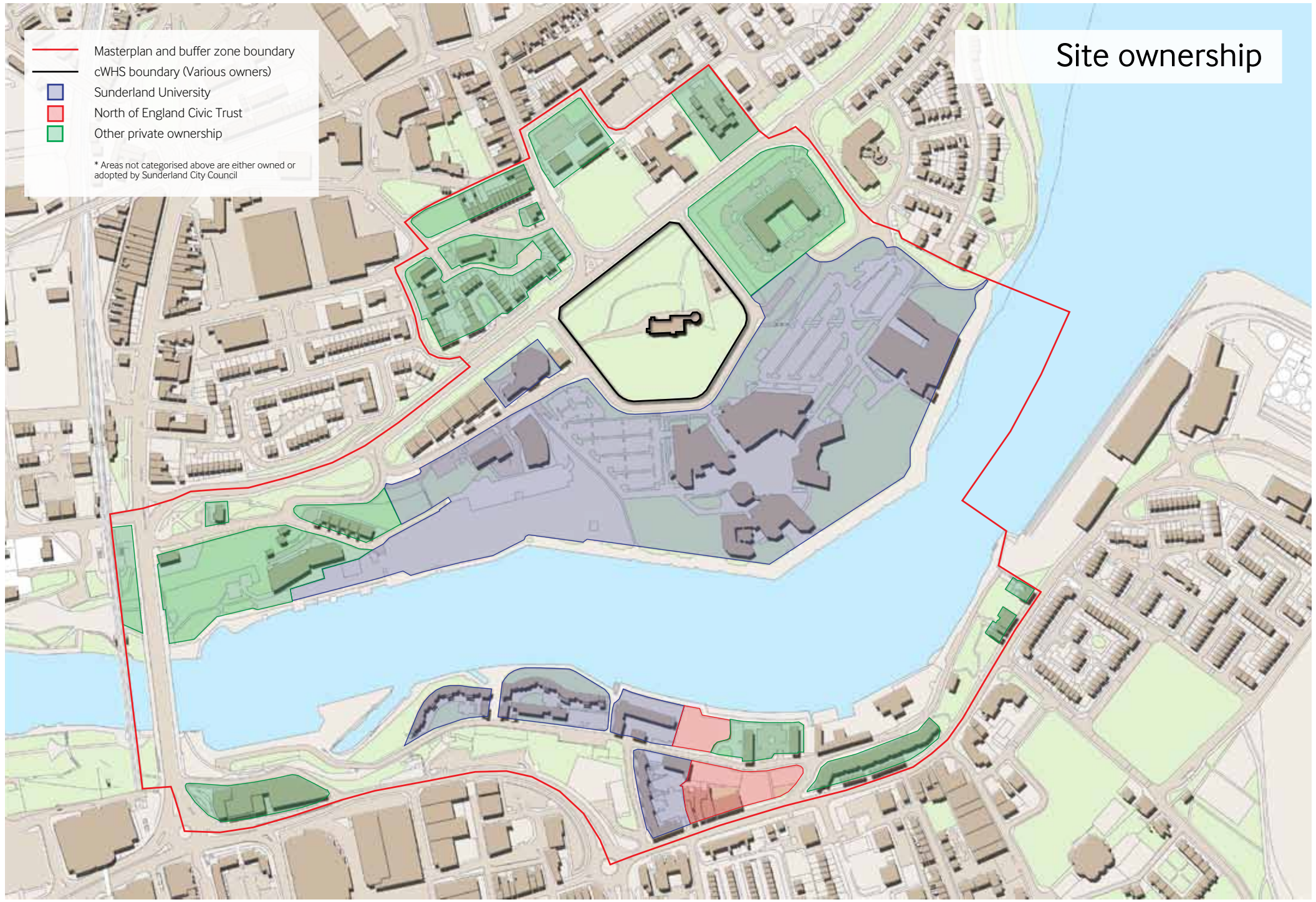
Key development sites

- Masterplan and buffer zone boundary
- cWHS boundary
- Bonnarsfield
- Sunderland University St Peter's Campus extension
- Numbers Garth
- Scotia Quay
- High Street East



Site ownership

- Masterplan and buffer zone boundary
 - cWHS boundary (Various owners)
 - Sunderland University
 - North of England Civic Trust
 - Other private ownership
- * Areas not categorised above are either owned or adopted by Sunderland City Council



5.2 Strategic Sites

The SPD area contains several strategic sites / areas on prominent, gateway locations to the City Centre. These key development sites are identified on Key development sites plan on page 37.

Bonnersfield - a mainly vacant site lying adjacent to the Grade II Listed Wearmouth Bridge at a key gateway to the City Centre

Sunderland University St Peter's Campus - the University's significant expansion proposals include developing further its high quality learning zone with the development of strong links to local businesses and partnerships

Scotia Quay - this vacant site lies in a prominent waterfront location within the Old Sunderland Riverside Conservation Area in Low Street west of Wylam Wharf

Numbers Garth - this vacant site also lies within the Old Sunderland Riverside Conservation Area and offers a dramatic development opportunity located as it is atop the river gorge with steeply sloping topography; Policy SA54.11 of UDP Alteration No 2 allocates this site for offices and specialist housing

High Street - lying within the Old Sunderland Riverside Conservation Area, High Street forms part of a historic route linking Old Sunderland to the east of the current city centre with Bishopwearmouth to the west. It has a number of vacant sites, most notably to the east side of Exchange Building where a recent consent has been given for a hotel development. UDP Policy SA5.2 allocates this area for food and drink, light industry, offices, research and development and student accommodation

The potential for reviving a ferry crossing is currently being considered which could link several of the riverside development sites being brought forward by Sunderland Council. In the short term it is most likely to operate only from the Wylam Wharf / Scotia Quay area on the south shore to the National Glass Centre / St Peter's Campus area on the north shore. There is a longer-term aspiration for a low level 'East Bridge' to connect the north and south banks of the River Wear, though this is unlikely to be achieved in the foreseeable future.

5.3 Land Ownership

The current pattern of land ownership is illustrated on Site ownership plan opposite where it is clear that there are four main stakeholders, prime amongst them being the Sunderland University with the St Peter's campus on the north shore and halls of residence on the south shore.

Second most significant land holder is Sunderland City Council, the most significant site being at Numbers Garth.

Other significant holdings comprise land at St Peter's Wharf / Bonnersfield, sold by the City Council to a development consortium (Metnor-Akenside) to enable a mixed use development that is still at design stage.

The North of England Civic Trust (NECT) holds a number of key sites on the south shore that are a legacy of the activities of the Tyne and Wear Development Corporation (now disbanded); two in particular are available for development – Scotia Quay and land to the east of Exchange Building. It is notable that NECT have been a key partner in earlier heritage led regeneration initiatives that resulted in the once derelict Exchange Building and The Eagle Workshops being restored and returned to beneficial use.

The pattern of ownership is highly conducive to regenerative development taking place as the strategic sites are already in the ownership of those agencies that wish to encourage appropriate development.

It is most important that any such future development is sensitively managed and is of the highest quality so as to safeguard and enhance the heritage status of the cWHS, to contribute to St Peter's identity of history and innovation, and perhaps most of all to make this part of the river corridor a highly distinctive, stimulating and characterful place.

5.4 Developer aspirations

The most significant current development proposal in the area is Bonnersfield, proposed by Metnor - Akenside and comprises of four blocks that rise up to as much as 17 storeys. The impact of such tall buildings on significant views has been assessed within the framework of a Visual Analysis prepared as part of the background work for this SPD. The prominence of the site and the scale of development proposed in the context of the backdrop of the listed Wearmouth Bridge led the council as local planning authority to consider in detail the application site circumstances and design requirements in conjunction with partners in the Wearmouth-Jarrow WHS Partnership.

The conclusion of this protracted exercise has been that the City Council has formed the view that whilst the mix of uses proposed fits within the provisions of the UDP Alteration No.2, this particular form of development was overly ambitious in terms of the form and quantum of development being proposed; that the scale and massing of the buildings is unduly large; that it will impact adversely on views of the adjacent Wearmouth Bridge; that it exceeds the guidance set out in the SCAUDS; and that it will prejudice the achievement of a high standard of environment at a key point of arrival for the cWHS. Accordingly, whilst the council acknowledged that the satisfactory development of this site will contribute much to the regeneration of this area, this particular solution was not to be favoured. At time of writing discussions are ongoing with the developer to devise a more appropriate development for this very important location; the design code adopted later in this SPD will be a key instrument in achieving this.

The University of Sunderland is a key strategic partner within Sunderland with significant land holdings across the city. The campus at St Peter's has been a significant area of economic growth and change and has helped contribute towards the regeneration of the city.

To facilitate the further development of the campus and also to inform this SPD, the University commissioned Faulkner Browns Architects in 2008 to prepare an indicative masterplan for the campus. The University's masterplan has not been adopted or sanctioned by the council as the local planning authority, although it has proved to be a valuable tool in ascertaining the quantum of development the University is aspiring to in the future. The findings of the University's work has therefore been taken into account when writing this SPD to ensure the masterplan and design code associated with this document offers a viable and realistic design solution response.



Sunderland University St Peter's Campus Site

Whilst this 'master planning' exercise has been ongoing for some time, there are currently no live building projects being actively promoted by the University.

On the south shore, two key sites for redevelopment are in the ownership of the North of England Civic Trust, a legacy of the former Development Corporation. The trust is a building preservation and conservation trust that provides consultancy and funding advice for the built environment across the Northern region, promoting the retention of traditional building skills through training and events. The Trust is committed to securing high standards in conservation and in the architecture of new buildings and is holding two sites, one at Scotia Quay, the other to the east of Exchange Building, pending suitable development proposals that will regenerate the area. Both sites have been the subject of recent developer interest. The former being the subject of a current enquiry for a business incubator initiative with café / gallery space that may serve very well to activate the river frontage here. The latter for a hotel development by the leaseholder of the adjacent Exchange, which gained consent in 2009 which will help to activate the High Street and go some way to re-establishing a much needed built presence on the street frontage. Both of these developments are considered to satisfy the requirements of the UDP Alteration No.2 and also the policies of the Old Sunderland Conservation Area.

The consent granted to Leah Properties Ltd along Dundas Street is significant as it represents the first significant developer interest for some time in this somewhat neglected corner of Monkwearmouth. It is hoped that this may trigger interest in other developments in respect of the nearby shops in terms of enhancements to frontages, etc.

Various lands are in the ownership of Sunderland City Council, largely areas of car parking and incidental open space; the most significant site capable of being brought forward for development is that of Numbers Garth above the river's south shore. This site occupies a dramatic location atop the river gorge with fine views over the river to the Wearmouth cWHS. There are no current proposals for the site but the council envisages that this will be a 4 to 6 storey mixed use development of primarily business and leisure uses, which could usefully incorporate a publicly accessible viewing platform taking advantage of the fine views to the north. This site will be brought forward in a manner that sits well within the terms of the UDP Alteration No.2 and also the policies of the Old Sunderland Conservation Area. Guidelines for its development are included in the Design Code set out in later sections of this SPD.

In addition to particular development sites, the highways and incidental areas of open space provide opportunities to enhance the setting of the various buildings in the SPD area, both modern and historic. The Council's ambition is to secure a comprehensive approach to delivering good quality public realm that provides accessible riverside squares and terraces that take advantage of the southerly aspect and panoramic views.



Bonnersfield development site

6.0 Consultation and masterplan evolution

In May 2010 a draft Planning Framework SPD was made available for public consultation prepared on behalf of the City Council by Nathaniel Lichfield and Partners. This followed earlier consultations with stakeholders during a 'scoping exercise' as part of the preparation of a Strategic Environmental Assessment and generation of options. A Steering Group was formed to take the document's development forward. This group comprised Sunderland City Council, Sunderland Arc, the Homes and Communities Agency, One North East and the Sunderland University. Regular meetings were held with these organisations during the preparation of the first consultation draft.

The consultation was carried out in accordance with Regulation 17 (1)(b) of the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended). It included a number of workshop sessions with key stakeholders on a one to one basis. In addition, open manned exhibitions were held at a number of venues in the locality and copies of the draft document were made available in local libraries, the National Glass Centre and the Civic Centre in Sunderland.

Specific bodies were formally consulted by letter enclosing a CD containing the Framework Report, Strategic Environmental Assessment Report and other relevant documents in accordance with Regulation 17(2)(b). Others were consulted by letter, pointing them to the relevant information on the council's website, offering copies of the CD if required and seeking their views. Residents and businesses within the framework area and immediately adjoining it were consulted by letter accompanied by a booklet which summarises the framework proposals.

This exercise produced numerous responses, most notably from those parties with a development interest in the area; and otherwise, agencies with a statutory role to play most notable amongst these being English Heritage.

The general views expressed were supportive of land use allocations made within the UDP Alteration No.2 being put into effect and the main principles and provisions within the draft SPD were accepted in principle. In particular, the WHS candidature was generally seen as a worthwhile initiative that would create regenerative activity that would benefit all. However, concerns were expressed around the potential that WHS status may have for unduly constraining built development in the SPD area, which also has regenerative value. Conversely, concerns were also expressed by English Heritage and the Church that the location, scale, massing, and built form of structures that are to be built in the coming 15 years or so have the potential to impact adversely on the

essential attributes that are seen as critical to obtaining and sustaining World Heritage Site status. This was especially relevant to the visual attributes linking the monastic site to the river and the general quality of the aesthetics of future buildings and their setting.

Such concerns, strongly expressed, have led the City Council to extensively revise the text of that first consultation draft in order to increase the weight being afforded to heritage concerns and other matters of environmental quality. Similarly, the masterplan solution that was promoted in the first draft is now recognised as being insufficiently flexible and has not struck an appropriate balance. It is recognised that this could serve to place in jeopardy the desire to create an environment of world class

architecture, culture and heritage befitting a World Heritage Site.

In recognising these short-comings, the Council has decided to change its approach to the SPD.

Much of the supporting text has been re-visited to better express the aspirations of the Council and its key partners in regeneration; the council has also adopted an approach to addressing the above spatial, architectural and urban design concerns in the form of a Design Code. This takes the form of "a set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise, and build upon a design vision such



as a masterplan or a design and development framework for a site or area.” (from CLG, ‘Preparing design codes: a practice manual’, RIBA Publishing, 2006)

Design codes are a way of putting a plan into operation, being as much about setting out how to assemble different urban components as they are about what should be delivered. They require substantial design work up-front but can lead to time savings and more certainty and quality later on. They help ensure that agreed design intentions are not lost in translation, but are recorded and efficiently transmitted into good quality urban development. For a set of rules to constitute a code, they must:

- combine written instructions and graphic illustration,
- concern physical development within a defined area,
- give prescriptive and precise instructions (at least in part),
- distinguish clearly between mandatory and advisory elements

The following sections of the SPD take the design code concept and applies it to the foregoing analysis. The production of the final version of the document followed further constructive dialogue with English Heritage and the University of Sunderland in the development of the design code.

In addition, responses received during the course of the previous public consultation exercise have been addressed and appropriate additions or revisions incorporated into the text and policies of the re-drafted SPD.

The re-drafted SPD was the subject of further statutory public consultation from 9 November to 7 December 2011 in accordance with the provisions of the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended).

Following the statutory consultation period, minor changes and additions to the document were made where appropriate to address further comments made by respondents. The responses and any resulting changes to the document are set out in the final Consultation Statement accompanying the SPD.



7.0 Masterplan principles



High quality commercial architecture

In response to the comments and conclusions made as part of the public consultation and workshop, and then relating them back to the key objectives identified for the masterplan, it is now possible to produce a number of broad planning and urban design principles which should be adopted and recognised within the masterplan. These principles are not exhaustive, nor are they prescriptive, but instead they offer a clear indication of how the masterplan has evolved from a concept into a spatial form.

The key principles identified as most relevant are listed as follows:

Use

- The role of the masterplan is to seek the development of a truly sustainable and mixed use environment which should seek to support both small, medium and large scale businesses.
- The uses included within the masterplan should consist primarily of education, residential and/or business led mixed use development that is relevant to the site's proximity to the city centre and the river corridor to help establish a new vibrant quarter of the city
- Other ancillary uses such as retail and restaurants should also be encouraged where it can be established that such uses are to be delivered in an ancillary capacity and help improve the vitality, viability and deliverability of the scheme, and help deliver the objectives of the masterplan

- Uses to be retained and enhanced within the masterplan include land and property immediately to the north of Dame Dorothy Street (consisting primarily of Dame Dorothy Primary School and surrounding residential land uses), as well as a majority of the land along the south bank of the River Wear.
- In addition to the uses above, a significant level of new and/or improved public realm should be delivered to help soften the otherwise urban character of the site, and to help address the steep slopes which affect parts of the site. This can also help mitigate issues of noise and any conflicting land uses, and enhance the setting and character of and heritage assets

- Any uses which do not accord with the above principles or are likely to hinder the delivery of the above uses will be resisted.

Layout

- The primary objective behind the layout of the site is to secure, complement and enhance existing views of the cWHS which have been identified earlier in the document and to reinstate links between the cWHS and the River Wear.
- The layout should therefore respect and reinforce the importance and value of the cWHS by increasing activity and pedestrian movement to and around the site; and increasing the cWHS's physical and visual presence in the surrounding area



Building uses should help activate public spaces

- Commercial and business led mixed use development should be focused around the cWHS to both the east and west of the existing St Peter's University Campus. This relates well to existing uses, and the lower densities and building heights are more likely to complement the setting of the cWHS
- Higher density residential led development should be focused towards the west of the site towards the junction of Dame Dorothy Street and Bridge Street This is a use better suited to the steeper topography of this part of the site and more likely to reinforce this area as a key gateway to the City Centre.
- The layout of new development on the south bank of the river should relate to and complement the existing urban grain which has become established through time in line with guidance included within the Old Sunderland Riverside CAMS
- The layout and distribution of active uses should be focused along the river frontage and primary routes to and around the cWHS should take full advantage of the river side setting of the site to encourage pedestrian movement and activity along the riverside to and from the cWHS
- A new and clearly defined network of hard and soft landscaped pedestrian and multi-user routes should span the site improving permeability, improving access to and from the cWHS, providing cohesion with the different character areas, and integrating the masterplan into existing and established routes
- All areas of public realm should be bound by primary building frontages in order to benefit from natural surveillance
- Key junctions between routes and primary entry points into the site should be clearly defined as gateways

Scale

- The scale and massing of any buildings on the site should reflect and celebrate their context and surroundings taking into consideration topography and proximity to sensitive buildings and structures as well as gateways and nodes
- Building heights should be increased towards river frontages where the width of the river is able to accommodate taller buildings which can harness views along the river gorge and out to sea
- Building heights should be reduced towards the cWHS and other heritage assets to a height which is suitable to its context. This is likely to vary according to the particular characteristics of the asset, location and views.
- Building heights should also help to create strong frontages along the river and key routes to reinforce nodal points, gateways and improve legibility across the site
- Key gateways between routes and primary entry points should be clearly defined through the use of building scales, proportions and architectural features



Access

- Primary vehicular access to the site should be gained off Dame Dorothy Street to the north shore and High Street East and West Wear Street to the south shore
- Development should prioritise the use of public transport above that of private vehicle use and encourage a modal shift towards more sustainable forms of transport.
- Existing roads within the masterplan area need to be improved and rationalised in a sensitive manner so to be able to suitably accommodate the proposed increase quantum of development whilst also delivering safe pedestrian friendly environments
- St Peter's Way which bounds the cWHS to the east, south and west shall be reconfigured to be pedestrian priority offering access only to adjacent properties in order to benefit the wider setting of the cWHS
- Pedestrian and other multi-user routes should be accommodated along a number of designated routes free from vehicular traffic and linking key parts of the site
- Interaction between pedestrian and vehicular movements should be kept to a minimum, and where such an approach is unavoidable, priority should be clearly biased towards the pedestrian

- All pedestrian and vehicular routes should integrate seamlessly into the existing routes and desire lines in and around the site
- All areas of public and private parking, as well as service areas need to be accommodated within building blocks away from public view so to protect the quality and visual amenity of areas of public realm
- Significant areas of large format parking should be limited and wherever possible accommodated in suitably located multi-storey car parks to ensure the site's development potential is maximised without compromising the setting of the cWHS and the aesthetics of the wider area.

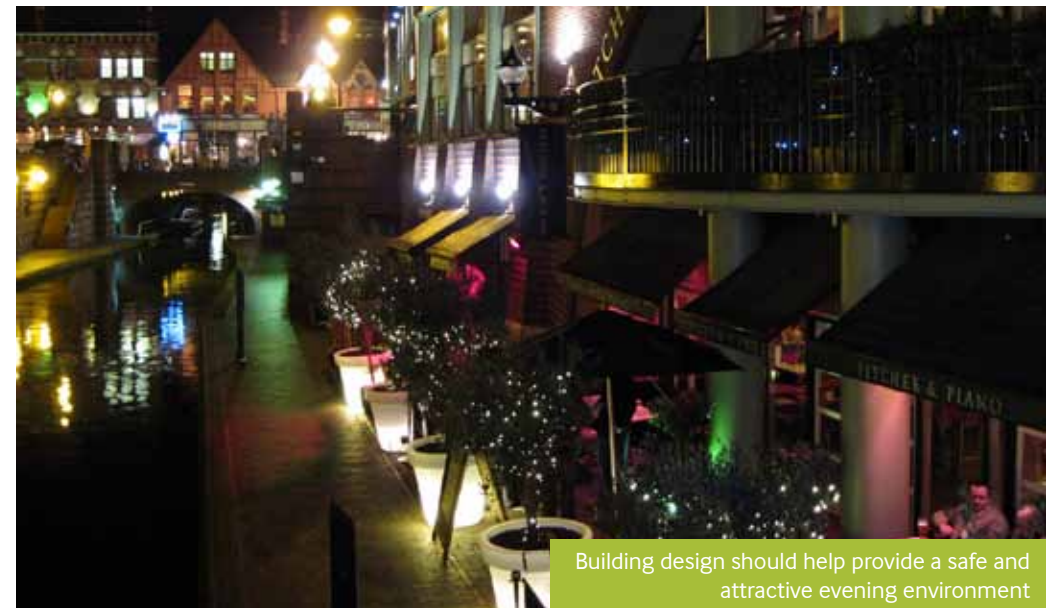
Landscape

- Significant areas of formal landscaped open space should form a component part of the wider masterplan
- The area of land within St Peter's Way should benefit from a high quality public realm scheme to enhance the setting of the cWHS and re-enforce the site as the focus of the masterplan area
- Areas of public realm should radiate out from this point and form a coherent network of public routes and spaces linking the site with the wider area. This should accommodate the identified key vies of the cWHS and ensure the essential between the church and the river are sustained.

- A proportion of landscaping should take the form of formal hard landscaping which should be practical in meeting the anticipated increase in footfall, but also aesthetically attractive to improve the visual quality of the area
- Notwithstanding the above, formal tree planting and other features should be incorporated to soften the appearance of areas of hard landscaping and to mitigate against issues such as wind and noise

- In areas inappropriate for development (such as steep slopes or other land forms) opportunities for more dense informal planting should be explored to help support the area's biodiversity to support the green corridor which runs along the route of the River Wear
- All significant areas of publicly accessible space should benefit from natural surveillance and be safe, active and vibrant through both daytime and evening hours

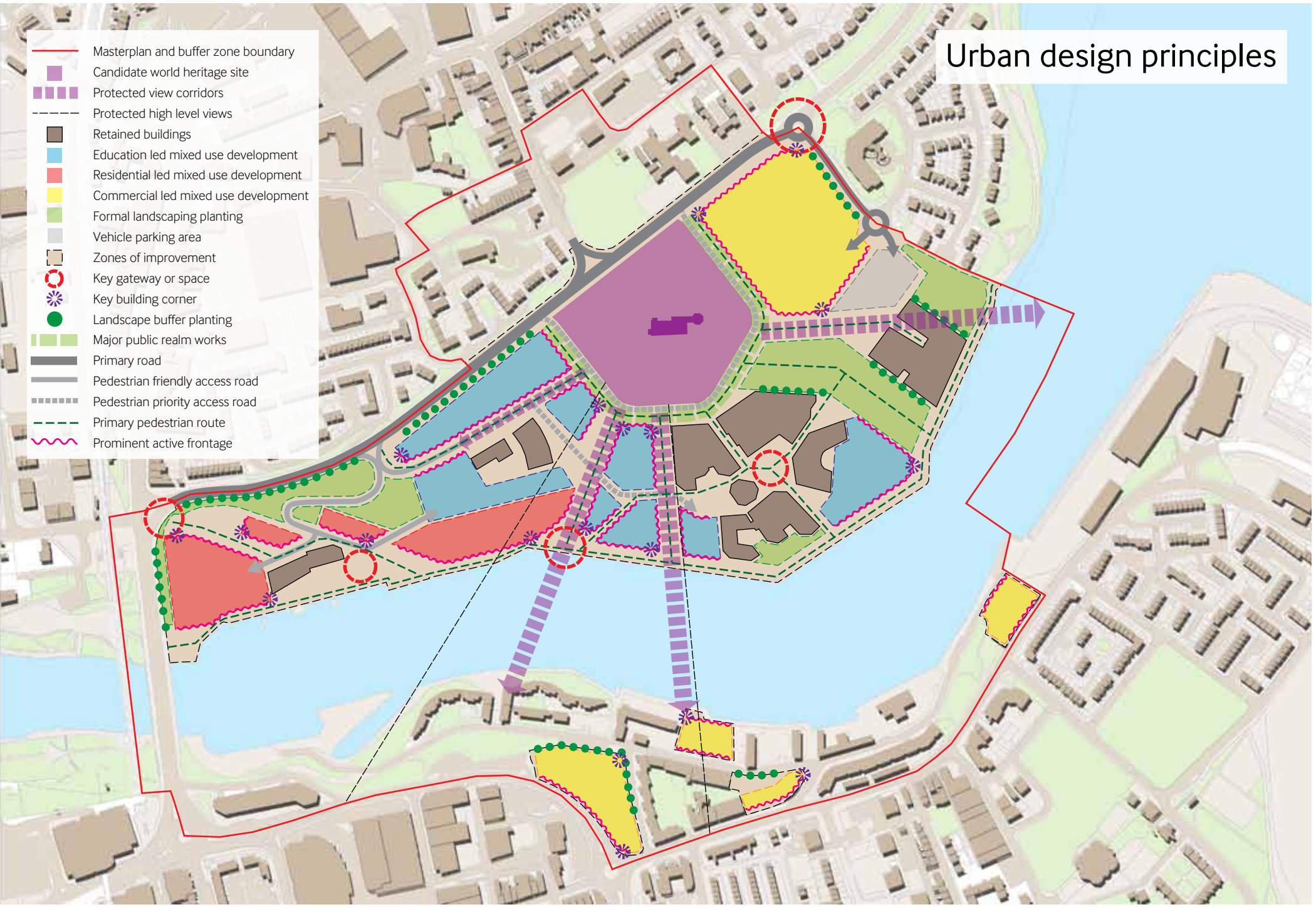
The principles identified above are depicted in the principles diagram (opposite page) which illustrates how such principles may be realised spatially across the site.



Building design should help provide a safe and attractive evening environment

Urban design principles

- Masterplan and buffer zone boundary
- Candidate world heritage site
- Protected view corridors
- Protected high level views
- Retained buildings
- Education led mixed use development
- Residential led mixed use development
- Commercial led mixed use development
- Formal landscaping planting
- Vehicle parking area
- Zones of improvement
- Key gateway or space
- Key building corner
- Landscape buffer planting
- Major public realm works
- Primary road
- Pedestrian friendly access road
- Pedestrian priority access road
- Primary pedestrian route
- Prominent active frontage



8.0 The masterplan

The indicative masterplan (opposite) represents the council's interpretation of how the key components of this document may be realised in a spatial form across the SPD area. The spatial masterplan recognises the key objectives of the project, takes into consideration primary constraints and adopts the development principles identified in section 7.0. In doing so, the spatial masterplan offers a clear indication of how a strong urban design agenda and sound design principles can be realised across the area.

The primary concept around the spatial masterplan focuses heavily around delivering a vibrant new city quarter which harnesses the unique heritage and physical assets of the area. Central to this concept is the delivery of a high quality scheme which celebrates the setting of the cWHS and reinforces its historic relationship with the river through the highest possible standards in urban design to create an attractive and distinctive visitor destination.

The resulting indicative masterplan represents a scheme which makes the most efficient use of the space available. It offers both a high quality but realistic design solution which balances the sensitive needs of the cWHS with the needs of promoting a viable solution to bringing forward development of the large swathes of brownfield and redundant land which currently detracts from the quality of the cWHS, the river corridor and the wider area.

The spatial masterplan is not prescriptive in limiting how the site must be developed, nor is it exhaustive in suggesting this as the only way the site can be redeveloped. It is an interpretation of how the council's aspirations for the area can be accommodated within the physical and spatial constraints identified in this document.

Other interpretations of how the site could be taken forward to meet the objectives of the masterplan may be appropriate, and the council will be open to discussions with any interested parties who wish to provide their own interpretation of the masterplan. However, any proposals which compromise the viability, deliverability and quality of any part of this SPD will be resisted. To further strengthen this approach and to supplement the spatial masterplanning process, the following Design Code has been developed to provide further clarity on the expectations of the council for the redevelopment of the area.

Potential uses

The masterplan is based around the delivery of mixed use development capable of providing a major new quarter to the city. However, to ensure uses within the masterplan are compliant with this aspiration and accord with the objectives of this document, all uses as identified within the Use Class Order 2010 are categorised below.

Uses considered to be appropriate in certain locations across the masterplan area and which will be encouraged include:

- Cafes, bars and restaurants (Use classes A3 and A4)
- Business uses including general offices and research and development (Use class B1)
- Hotel uses (Use class C1)
- Residential dwellings including apartments (Use class C3)
- Non-residential institutions including education, crèches, galleries and museums (Use class D1)

Ancillary uses considered to be appropriate in certain locations across the masterplan area but which will be subject to stricter control include:

- General retail uses (Use classes A1- A2)
- Hot food takeaways (Use class A5)
- Residential institutions (Use class C2)
- Leisure uses (Use class D2)

Uses considered to be inappropriate for the masterplan area and which will be resisted include:

- General industrial uses (Use class B2)
- Storage and distribution uses (Use class B8)
- Secure residential institution (Use class C2A)
- Housing in multiple occupation (Use class C4)

Wearmouth masterplan

Candidate World Heritage Site
Incl. St Peter's Church and associated grounds

Business Quarter
Incl. Site of North Sands Business Park

National Glass Centre

Learning Quarter
Incl. Sunderland University St Peter's Campus extension

Residential Quarter
Incl. Bonnersfield development site and land along North Quay

South Shore Development Sites
Incl. Scotia Quay, Numbers Garth and High Street East development sites

Dame Dorothy Street

Wearmouth Bridge

Fish Quay

Echo 24

West Wear Street

High Street East



9.0 Design code

The Wearmouth Masterplan is a large scale masterplan which not only promotes the highest possible design qualities, but also represents a complex scheme involving a number of valuable heritage assets, likely to be delivered over a large time period. Due to the likely timescale of implementation, varying development sensitivities, and the varied land ownership issues across the area, the council has identified the area as appropriate for the use of a Design Code in line with advice contained within the Department for Communities and Local Government's (DCLG) 'Preparing Design Codes – A Practice Manual', and the Commission for Architecture and the Built Environment (CABE) 'The use of urban design codes'.

The Design Code sets out the standards of urban design the City Council expects to be delivered through the redevelopment of the masterplan area, and is a document which should be used by developers, architects and designers in advance of any planning submission being made. The Design Code has been drawn up in accordance with existing national and local planning policy and guidance – namely the council's adopted Central Area Urban Design Strategy (CAUDS) SPD, Residential Design Guide SPD and CABE's Building for Life assessment criteria – and should be read in conjunction with these documents. The council will

use these documents and the Design Code to review, evaluate and determine planning applications for the site. It is therefore imperative that any planning submissions should be accompanied by a Design and Access Statement and Heritage Statement which demonstrates compliance of the proposal with the code.

The Design Code is a tool which should be used to supplement and add clarity to the Wearmouth Masterplan. Both the masterplan and the code complement each other: the masterplan offering a spatial interpretation on how the site should be developed, and the code offering a greater level of detail to the urban design principles guiding the masterplan. It is therefore crucial that the masterplan and code are read as a single entity helping guide and inform proposals for the site.

The structure of the Design Code breaks the masterplan down into a number of components. It is widely accepted that high quality urban design is not purely about the appearance of buildings, but is also heavily influenced by the relationship between buildings, public realm, streets and squares. The following structure of the code has therefore been developed to identify the key components the council considers most important when considering proposals:

1. Urban structures and character areas
2. Land uses and flexible space
3. Views and vistas
4. Block principles
5. Building heights and densities
6. Gateways and landmarks
7. Building types and frontages
8. Street types
9. Access and servicing
10. Landscape and public realm

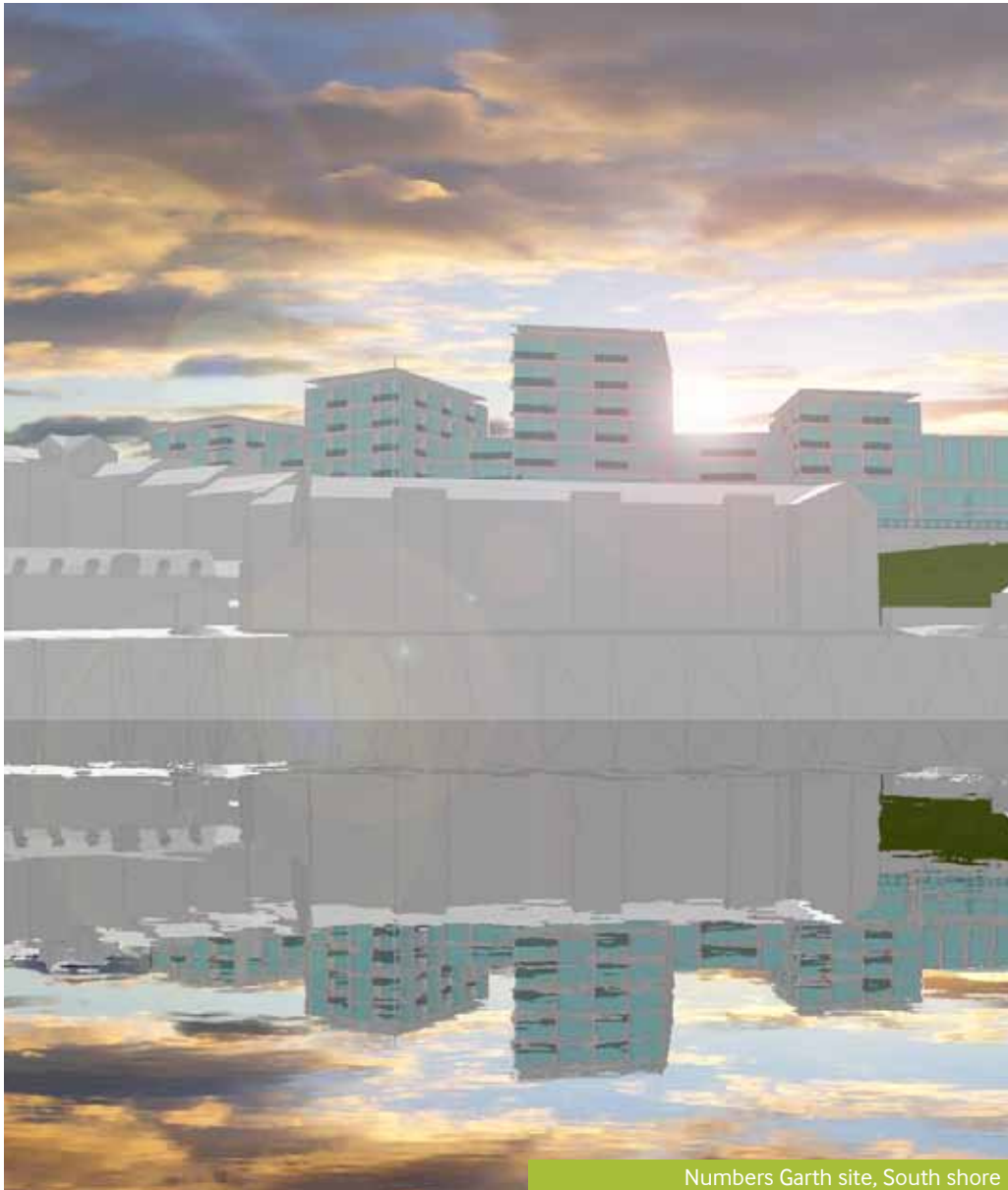
In order to provide an understanding of the guidance, a description is provided of the rationale behind each component of the code. This is then followed by a list of specific codes or criteria – often in the form of bullet points – which should be addressed and acknowledged by the applicant as part of any submission.

All illustrations and drawings within the code are a demonstration of how the code could be realised, and are for illustrative purposes only.

A copy of all other nationally and locally adopted planning and urban design policies which should be read in conjunction with this Design Code can be found at: www.sunderland.gov.uk/urbandesign



View of St Peter's Church



Numbers Garth site, South shore

9.1 Urban structure and character areas

The Wearmouth Masterplan is based on a structure of new and existing developments across the area, focusing development around the cWHS and along the river to provide a vibrant and integrated new urban quarter to the city.

The individual design components which make up the masterplan such as gateways, nodes, building heights and densities and spaces have been analysed and distributed across the area to locations which best suit their roles. The consequence of this is a clearly defined, structured and legible masterplan made up of distinct character areas which have their own identity and role according to their location and setting within the masterplan area. These are to be bound together by a network of attractive and safe pedestrian and multi-user routes spanning the area, improving links between the cWHS and the river and addressing issues regarding site permeability.

This will allow for the delivery of a major regeneration project which is capable of evoking its own clear identity, capable of providing a recognisable brand for the cWHS, the river corridor, and the wider City of Sunderland. The individual character areas will allow the area to be broken down into distinct

quarters with their own unique identity and personality. This ensures that development seamlessly fits and integrates together as a comprehensive development, without becoming either dominant or monotonous in their appearance, but changing and evolving when passing from one end of the masterplan area to the other.

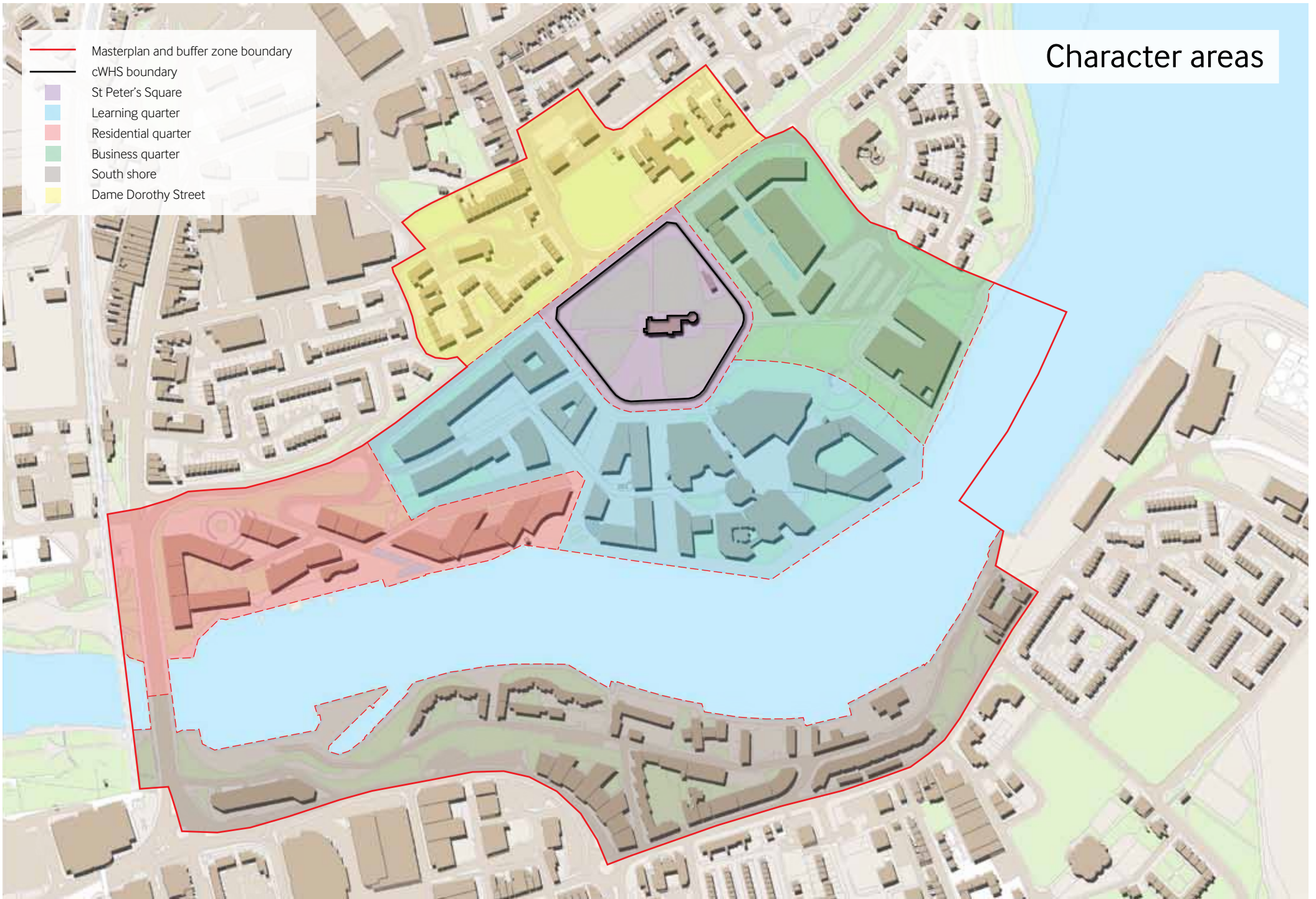
The masterplan consists of six distinct character areas. The vision behind these is to establish a coherent urban hierarchy as described above, ranging from the more intensive commercial and residential quarters towards the river, and the less intrusive development around the cWHS and the conservation area covering the south shore. Whilst likely to have their own unique roles within the masterplan area, character areas do not equate to 'land zoning' but instead should consist of a mix of varied uses helping to promote the development of a truly sustainable urban hierarchy.

The Wearmouth Masterplan therefore consists of the following character areas which can be seen on the plan opposite:

- St Peter's Square
- Learning quarter
- Residential quarter
- Business quarter
- South shore
- Dame Dorothy Street

Character areas

- Masterplan and buffer zone boundary
- cWHS boundary
- St Peter's Square
- Learning quarter
- Residential quarter
- Business quarter
- South shore
- Dame Dorothy Street



St Peter's Square

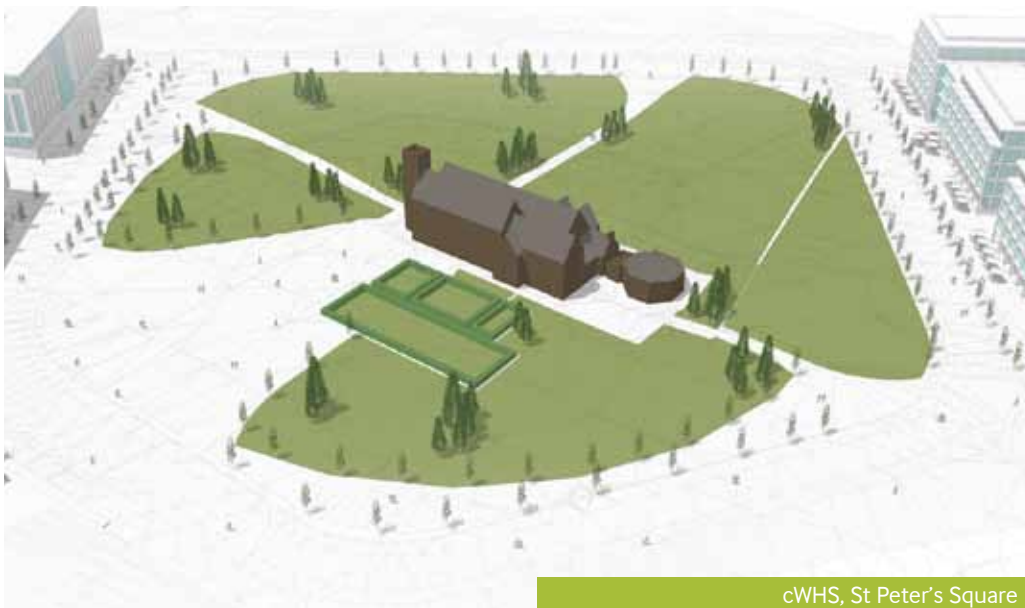
- The St Peter's Square character area is located at the heart of the masterplan area and covers the allocated cWHS itself as identified under UDP Alteration No.2 Policy NA28.A. Consequently, the area is defined by Dame Dorothy Street to the north, and St Peter's Way to the west, south and east.
- This character area forms the heart of the wider masterplan area, providing a formal green open space on which pedestrian movement and sightlines will be focused. This will be the primary area of public open space within the entire masterplan area.

- At the centre of the space will be the St Peter's Church building and the monastic building remains which have been located to the south of the existing building. These form the key elements of the cWHS bid, and consequently should be celebrated and protected as a matter of priority.
- Activity within this character area will be provided as a consequence of surrounding development plots opening out and pushing activity towards the square. No building work itself will be permitted within the St Peter's Square character area unless in extreme circumstances where it can be demonstrated such works are required to ensure the future security of either the church building or monastic remains.

- The dominance of roads within the character area, namely St Peter's Way will be significantly reduced in order to accommodate the anticipated increase in pedestrian activity as a consequence of WHS inscription and surrounding development. This will be focused around the downgrading of St Peter's Way to a pedestrian priority and shared surface street offering 'access only' to vehicular traffic.
- The public realm in the area will consist primarily of formal hard and soft feature landscaping used to celebrate the area's rich heritage. This will be implemented through the St Peter's Landscape Strategy, the initial phases of which are being implemented during the writing of this document.

Learning quarter

- The learning quarter consists of land between the cWHS and the river, and extends up to the National Glass Centre in the east, includes the existing St Peter's University campus, and encompasses a large area of land to the west which is envisaged to be used for an extension of the St Peter's Campus in the future. This is one of the most important character areas in the masterplan and is likely to experience one of the highest level of building works.
- This area will accommodate the crucial pedestrian and visual links thought to be imperative in enhancing the setting of the cWHS through accommodating protected views of the church, and reinforcing the historic links between the church and the River Wear.



- The learning quarter will therefore play a crucial role in acting as a primary pedestrian gateway to those wishing to enter the cWHS from the river shore. The area therefore needs to be safe, attractive and vibrant with street cafes and restaurants spilling into the public realm creating a distinctive cosmopolitan character capable of providing a memorable first impression to visitors. The area will also act as a vehicular gateway to those entering the cWHS area off Dame Dorothy Street along Charles Street.
- Activity in the area will be focused primarily along three frontages including the frontage bounding the cWHS, the frontage facing on to the river shore, and finally the frontages bounding the key pedestrian routes and view corridors linking the cWHS with the river. Notwithstanding this, other important and highly prominent frontages include those bounding Charles Street and Dame Dorothy Street to the north.
- Uses considered appropriate and to be encouraged in this area include:
 - Food and drink uses including cafes, bars and restaurants (Use classes A3 and A4)
 - Student accommodation (Use class C3)
 - Non-residential institutions including education, galleries and museums (Use class D2)
 - Ancillary retail uses (Use class A1)
- Uses considered permissible with justification regarding capacity in this area include:
 - Business uses including general offices and research and development (Use class B1 only)
 - Hotel uses (Use class C1)
- The scale and massing of buildings within this area will consist largely of buildings between 4 and 5 storeys in height depending on their location and setting. Building heights can be increased towards the river away from the cWHS where increases in building heights can be accommodated within falling site levels.
- Additional floors may be permissible at key gateways and nodes where it can be demonstrated the increase in height will not have a detrimental impact on the setting of the cWHS, although no building in such locations will be permitted to exceed a height of 6 storeys (21 metres)
- It should be a priority to ensure all ground floor uses are active and offer a positive relationship with the public realm. Upper storeys of buildings should enable and maximise views across the cWHS and along the river corridor to increase levels of natural surveillance. Features such as building terraces and balconies will therefore be encouraged.
- Building blocks should be serviced internally to minimise the need for service entrances and areas to the front of the building being accessed directly off areas of public realm.
- The dominance of roads which currently exist within the area (namely Charles Street) will be reduced, and greater priority given to pedestrians to improve pedestrian links between the cWHS and the river.
- The public realm in the learning quarter will consist primarily of hard formal, high quality landscaping. Both the river shore and the routes linking the cWHS and the river will comprise of high quality materials, lighting, street furniture and tree planting to provide a safe, attractive and vibrant area of public realm.



Views of St Peter's Church through the learning quarter

Residential quarter

- The residential quarter is located in the north west section of the masterplan area and is defined by Dame Dorothy Street to the north, the Wearmouth Bridge to the west, the river to the south, and the learning quarter to the east. This character area currently accounts for the largest number of potential development sites and is one of the most prominent areas within the masterplan due to its proximity to the Wearmouth Bridges.

- The quarter's setting is also one of the most challenging, as the area's steep topography will need to be addressed if the area is to come forward for development. Issues associated with the busy Dame Dorothy Street and its impact on severing pedestrian links between the St Peter's Metro Station immediately to the west of the site will also need to be addressed if the masterplan is going to succeed in attracting greater pedestrian footfall down to the river along to the cWHS.
- The residential quarter will therefore play a crucial role as a primary pedestrian gateway into the masterplan area as well as acting as a major gateway into the wider city centre due to its prominent setting. High quality public spaces, sensitively located statement architecture, and safe and attractive streetscapes will therefore play a crucial role if the area is to be able to draw pedestrian flows down to the riverside and along to the cWHS as well as celebrating its setting adjacent to the iconic Wearmouth Bridge.
- Activity within the area will be focused largely in three areas - around a gateway space to be located in the north west corner of the character area; along the river shore; and bounding routes linking these two areas to ensure routes down to the river are as vibrant, active and legible as possible.
- Uses considered appropriate and to be encouraged in this area include:
 - Residential accommodation (Use class C3)
 - Student accommodation (Use class C3)
 - Hotel uses (Use class C1)
 - Food and drink uses including cafes, bars and restaurants (Use classes A3 and A4)
 - Ancillary retail uses (Use class A1)
- Uses considered permissible with justification regarding capacity in this area include:
 - Business uses including general offices and research and development (Use class B1 only)
 - Non-residential institutions including education, galleries and museums (Use class D2)
 - Assembly and leisure uses (Use class D2)
- The scale and massing of buildings within this area will consist largely of buildings between 5 and 8 storeys in height depending on their location and setting. Building heights can be increased towards the river away from the listed Wearmouth Bridge where increases in building heights can be accommodated within falling site levels.



Bonnersfield site, part of the residential quarter

- Additional floors may be permissible at key gateways and nodes where it can be demonstrated the increase in height will not have a detrimental impact on the setting of the cWHS or any other listed structure including the Wearmouth Bridges. However, buildings in such locations will not be permitted to exceed a height of 12 storeys (40 metres above ground level).
- It should be a priority to ensure all ground floor uses are active and offer a positive relationship with the public realm. Upper storeys of buildings should enable and maximise views of the Wearmouth Bridge and across the river corridor to increase levels of natural surveillance. Features such as building terraces and balconies will therefore be encouraged.
- Building blocks should consist of a mixture of linear and perimeter blocks to ensure opportunities are maximised to provide natural surveillance and have a positive relationship to the surrounding streetscape. Blocks should also be serviced internally to minimise the need for service entrances and areas to be accessed from the front of the building and accessed directly off areas of public realm.

- The dominance of roads which currently exist within the area will be reduced. Bonner's Field should be extinguished and replaced with a new pedestrian route to maximise the development potential for the wider area. Streets such as Howick Road and Palmer's Hill Road should be remodelled to give greater priority to pedestrians to improve pedestrian links down to the river.
- The public realm in the residential quarter will consist primarily of hard formal, high quality landscaping. Both the river shore and the routes linking down to the river will comprise of high quality materials, lighting, street furniture and tree planting to provide safe, attractive and vibrant areas of public realm. Opportunities to deliver features squares and public spaces should be explored in the north west corner of the area adjacent to the St Peter's Metro Station, as well as where routes link in with the river shore to act as gateways and nodes to improve pedestrian legibility.

Business quarter

- The business quarter is located in the north east section of the masterplan area and is defined by Dame Dorothy Street to the north, the cWHS to the west, the university and river to the south, and residential development outside the masterplan area to the east.
- The quarter is located on a more gentle slope at the most eastern extreme of the masterplan area where the river gorge starts to open out into its estuarine setting.

This is envisaged to accommodate the potential redevelopment of the North Sands Business Park for a use and development which better relates to the setting of the cWHS and the surrounding uses of the University and National Glass Centre.

- The setting of this quarter located away from the city centre and between the cWHS and existing residential development suggests the site needs to act as a buffer between the activity associated with the cWHS and the quiet nature of the adjacent residential uses. This makes the site ideal for a quieter research and business environment which provides a relaxed but cosmopolitan character.



Business quarter

- Activity within the area will therefore be focused primarily along the frontage facing on to the cWHS and on to any internal/external formal public spaces provided within building blocks. Activity will consequently be focused away from adjacent residential uses.
 - Uses considered appropriate and to be encouraged in this area include:
 - Business uses including general offices and research and development (Use class B1 only)
 - Non-residential institutions including education, galleries and museums (Use class D2)
 - Ancillary retail, food and drink uses (Use classes A1, A3-A4)
 - Multi-storey car park (Use class sui generis)
 - Uses considered permissible with justification regarding capacity in this area include:
 - Hotel uses (Use class C1)
 - Food and drink uses including cafes, bars and restaurants (Use classes A3 and A4)
 - The scale and massing of buildings within this area will consist largely of buildings between 4 and 5 storeys in height depending on their location and setting. No building height will be permitted to exceed a height of 5 storeys (18m above ground level) to protect of the setting of the cWHS
 - It should be a priority to ensure all ground floor uses are active and offer a positive relationship with the public realm. Upper storeys of buildings should enable and maximise views of the cWHS and across the river corridor to increase levels of natural surveillance. Features such as building terraces and balconies will therefore be encouraged.
 - Building blocks should consist primarily of perimeter blocks to ensure opportunities are maximised to provide natural surveillance and achieve a positive relationship to the surrounding streetscape. Blocks should also be serviced internally to minimise the need for service entrances and areas to the front of buildings and access points directly off areas of public realm.
 - The public realm in the business quarter will consist primarily of hard formal, high quality landscaping. Opportunities to deliver an internal feature square within the quarter should be explored to ensure high levels of activity can be focused away from residential areas so as not to compromise adjacent residential amenity
- ### South shore
- As the name suggests, the south shore character area consists of the entire portion of the masterplan area which is located to the south of the River Wear, extending from the Wearmouth Bridge in the west to Corporation Quay in the east.
 - The steep topography of the south shore and its dense urban grain results in a landscape which overlooks and has a major impact on the character of the less steep north shore.
 - The area currently includes a range of uses including student accommodation, commercial space and a range of food and drink establishments which give the area a distinct character and role. The masterplan and design code therefore aims to support this role in the future through the redevelopment of sites at Numbers Garth, Scotia Quay and High Street East
 - Uses considered appropriate and to be encouraged in this area include:
 - Business uses including general offices and research and development (Use class B1 only)
 - Student and residential accommodation (Use class C3)
 - Hotel uses (Use class C1)
 - Food and drink uses including cafes, bars and restaurants (Use classes A3 and A4)
 - Ancillary retail uses (Use class A1)
 - Uses considered permissible with justification regarding capacity in this area include:
 - Leisure and assembly (Use class D1)
 - Non-residential institutions including education, galleries and museums (Use class D2)
 - This character area is identified as part of the Old Sunderland Riverside Conservation Area and development within the area is guided under the conservation area's Character Appraisal and Management Strategy (CAMS) which will need to be read and followed in conjunction with this document when bringing forward development in this part of the masterplan area.
 - In line with the CAMS document, the scale and massing of buildings within this area will consist largely of buildings between 3 and 4 storeys in height depending on their location and setting.
 - Additional floors may be permissible at key gateways and nodes where it can be demonstrated the increase in height will not have a detrimental impact on the setting of the conservation area, the cWHS and/or any other listed structure. This is especially the case at Numbers Garth which has been identified as a key gateway site to the wider city centre. However, buildings in such locations will not be permitted to exceed a height of 6 storeys (21 metres above ground level).

Dame Dorothy Street

- The Dame Dorothy Street character area covers all residential land located within the masterplan area north of Dame Dorothy Street and includes Dame Dorothy Primary School and surrounding residential land.
- The aim of this character area is to preserve and enhance the area's role as a successful residential neighbourhood and to ensure its appearance does not change in a way likely to have a detrimental impact on the setting of the cWHS.
- The masterplan does not anticipate any major redevelopment of any of the sites within this character area, with changes more likely to occur through individual improvements to properties, through private investment from owners
- The exception to this is development along Lower Dundas Street which is considered to be the only major development opportunity in the wider character area. In such circumstances, building heights should not exceed 3 storeys (11m above ground level), with any development needing to demonstrate a positive impact on the area's character and appearance. Any development on this site which demonstrates the potential to have a negative impact on the setting of the cWHS will be resisted.
- The dominance of roads within this area will be reduced where possible to give a greater priority to pedestrians to improve links and permeability with the cWHS.
- Any new or improved public realm within the area will consist primarily of formal high quality hard and soft landscaping.



Numbers Garth site, South shore

9.2 Land use and flexible space

The masterplan will accommodate a wide ranging mix of uses capable of delivering a high quality urban quarter which will reinforce the role of the cWHS as a major city destination. Delivery of the masterplan should not only be able to attract a large number of visitors and tourists to learn, live, work and play within the area, but must also be able to cater for the existing local community and wider city centre by providing amenities which are currently not available in the area. Only when this balance is achieved can a truly successful and commercially sustainable redevelopment be realised.

In line with the aspirations of the masterplan and to ensure the highest possible design qualities are delivered, all developments within the masterplan area will also need to accord with the policies and guidance included within the Central Area Urban Design Strategy (CAUDS) SPD in addition to the policies and guidance included within this document.



Learning quarter

Commercial and business uses

Within the masterplan area, a majority of the new commercial and business uses is likely to be focused on the large development sites around the cWHS extending down to the river, primarily within the learning and business quarters of the masterplan. Such uses, although likely to be on a much smaller scale may also be appropriate in the redevelopment of sites within the south shore character area, or in existing vacant buildings where previously occupied buildings have become vacant and an alternative use is being sought.

Commercial and business use classes considered appropriate for the masterplan area include:

- A1 Shops (Ancillary)
- A3 Restaurants and Bars
- A4 Drinking Establishments
- B1 General Business
- D1 Non-residential Institutions
- D2 Assembly and Leisure

Whilst the above use classes have been identified as appropriate for the masterplan area, prospective developers and investors should bear in mind the likely impacts distance from the city centre is likely to have on development prospects. Areas such as the south shore and residential quarter are located within close proximity to the city centre and good transport links. Consequently, there is scope to demonstrate that these areas maybe categorised as 'edge of centre' sites

which may be appropriate for city centre uses. In areas such as the learning and business quarters, their increased distance from the city centre and transport links may mean they are categorised as 'out of centre' locations and may therefore be less suitable for city centre uses.

As a consequence, while the city council will be supportive of high quality mixed use schemes across the masterplan area, proposals for such commercial uses may need to be supported by a sequential assessment which demonstrates the following:

- How the use is appropriate for its location and satisfies the aspiration of the masterplan
- How the use is complementary to surrounding communities
- How the use does not jeopardise the delivery of other major regeneration projects proposing the same use
- How the use does not jeopardise existing local facilities and infrastructure
- How the use is accessible to all

For further guidance on determining if a sequential assessment is needed and what should be included within a sequential assessment, developers should refer to the DCLG document 'Planning for Town Centres: A good practice guide on needs, impact and the sequential approach'.

Residential uses

These uses will be primarily focused towards the west of the masterplan within the residential quarter. Such uses may also be appropriate within the south shore and Dame Dorothy Street character areas, although it is anticipated on a much smaller scale.

In other character areas, residential uses may be appropriate especially on the upper floors of buildings which may not lend themselves to commercial uses. In such situations, developers will have to demonstrate that any residential uses are an essential ancillary component of a wider mixed use development and that proposals do not conflict with the aspirations and viability of other character areas.

The residential use classes considered most appropriate for the masterplan area, subject to supporting relevant greenspace policy requirements include:

- C1 Hotels
- C3 Residential Dwellings

In line with the aspirations of the masterplan and to ensure the highest possible design qualities are to be delivered, all residential uses will need to accord to both the Building for Life Criteria and policy included within the Sunderland Residential Design Guide SPD. Proposals for residential uses on the site have to demonstrate the following:

- Does the accommodation mix reflect the needs and aspirations of the local community?
- Does the tenure mix reflect the needs of the local community?

Other uses

In order to deliver a scheme which is truly sustainable and in order to realise the masterplan area's full potential, there are a number of uses which are not categorised above which may be appropriate on the site.

However, where such uses are proposed, proposals should be accompanied by a robust justification for that use and how it accords with the principles of the masterplan and design code. Any uses which are deemed to be in conflict with the masterplan and design code, and which are likely to have a detrimental impact on the area and its surroundings will be resisted. Consequently, if a proposed use conflicts with the advice contained within this document, the onus will be on the applicant to demonstrate and prove the following as part of any planning application:

- That the use proposed within the masterplan is no longer viable and can no longer be implemented
- That the use proposed is acceptable for the site and does not compromise the deliverability of any other part of the masterplan area

- That the proposed development does not compromise the deliverability of any other major development sites in the central area which were previously envisaged for the use proposed
- That the proposed development still accords with the aspirations and objectives of the masterplan and design code

Uses which will not be permitted within the masterplan area include:

- B2 General Industry
- B8 Storage and Distribution

Flexible space

To deliver viable and sustainable development capable of meeting ever-changing market conditions, creating a scheme which is flexible and able to adapt over time is crucial to the longevity of the masterplan area. This is particularly relevant but not exclusive to commercial and business buildings which are likely to be occupied by a number of varying uses and tenants over the course of their lifetime. As a consequence, designing flexibility into development proposals should be a component part of the design rationale for any scheme.

To minimise the work required to change the use of buildings, flexibility can be achieved at the outset of a proposal by incorporating a number of key design features.

In buildings to be used for commercial and business uses, these include:

- Increased ground floor heights to a minimum floor to ceiling height of 2.8m will be required
- The inclusion of 'flexible frontages' to ensure shop fronts can be removed or changed without detriment to the upper floors of the buildings
- Flexible and open plan design to ensure internal walls can be built/ removed to allow ground floors to be subdivided and/or amalgamated depending on an occupier's needs
- Ensuring the design of floor joists and load bearing structures allows for future conversions
- Configuring internal circulation to allow potential future access to the upper floors independently of ground floor retail entrances

These principles apply equally to refurbishment projects and are not exclusive to new build schemes. Consequently, these principles may well be relevant to schemes on the south shore in the event of building plots being made available for redevelopment and/or refurbishment. Notwithstanding the above, statutory listed buildings will be exempted from this approach where such changes may compromise the heritage value of the building.

9.3 Views and Vistas

At the heart of the masterplan and design code is the need to preserve and enhance the setting of the area's numerous heritage assets, namely that of St Peter's Church. Key to this is the protection and enhancement of views of the building and/or asset in question, and the need to harmoniously marry new developments into their surrounding context through the use of physical, visual and inferred linkages with the surrounding area.

As discussed in section 4.6 of this document, a number of key views have been identified which need to be addressed and enhanced through any new development being brought forward within the masterplan area. Consequently, the following design principles will need to be considered and addressed in any development likely to impact upon views of the following heritage assets:



View of St Peter's Church from the south shore

St Peter's Church

- The identified viewshed and primary views of St Peter's Church as shown on the "Key views plan" on page 65 has an influence on development within all character areas of the masterplan, especially within the learning quarter, South shore and Business quarter character areas.
- When considering views taken from the river (primary views P1-P4), developers should be reminded that the opposite view is of equal importance and heritage value. Views of the church from the river should therefore be treated with equal importance as the corresponding view of the river from the church.
- Development within the identified viewshed will only be permitted when it can be demonstrated that development re-enforces and enhances the identified primary views.
- Whilst it is acknowledged and accepted that development within the viewshed may result in the partial loss of any given primary view, developers will need to demonstrate that any loss of views have been kept to an absolute minimum and that proposal have no detrimental impact on the view corridors identified on page 65.

- Where views remain, the onus will be on the developer to demonstrate that development enhances and protects the remaining primary view ensuring the view is not further eroded in the future.
- Developments which result in the significant loss of any primary view as identified on the views and vistas plan overleaf will not be permitted.

In addition to the above, the 'Area of greatest sensitivity' as identified on the views and vistas plan overleaf has been recognised due to the potential impact this area may have on the wider views of the church. Consequently, the council has worked in partnership with the land owner – Sunderland University – to identify the following additional design criteria which need to be adopted within developments on this site.

- The topography of this area needs to be remodelled to ensure views are maximised between the north shore of the river and the church building. This should include the removal of retaining walls and structures where feasible with the aim of expanding existing views or opening up new views.

- A minimum of 2 new view corridors need to be accommodated within this area providing direct visual and pedestrian links between the church and the river. These corridors should be at least 20m in width and provide clear uninhibited views of the church when viewed from the north shore. The opportunity to provide additional corridors should also be encouraged.
- Buildings within this area need to be aligned accordingly to complement and reinforce views between the church and the river.



View of St Peter's Church through learning quarter

River Wear Bridges

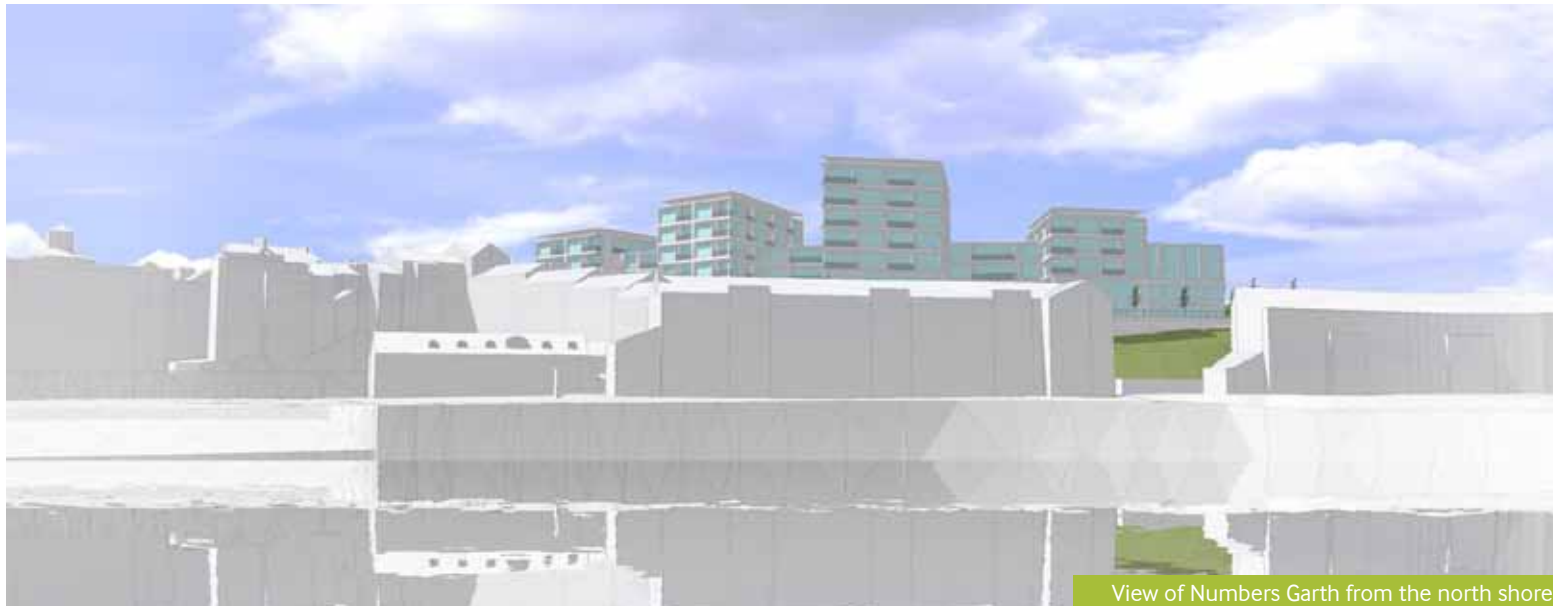
- The grade II listed Wearmouth Bridge and the Wear Rail Bridge have established themselves as the dominant feature within the lower reaches of the Wear Valley, and this should remain the case throughout the future redevelopment of the masterplan area.
- Both bridges are clearly visible from the north and south shore of the river from a majority of the masterplan area, and offer the area a clear and unique identity. Building heights and setting should seek to maintain and enhance these views as a matter of priority.

- When crossing the bridges, particularly the Wearmouth Bridge, pedestrians are offered panoramic views across the entire masterplan area, the wider river gorge, and the coastline beyond. These views should also be protected as a matter of priority.
- Whilst building heights are likely to vary across the masterplan area, and tall buildings may be considered appropriate in a number of locations, any proposals of a height, massing or layout which are likely to compromise views of and/or from the bridges will not be permitted.

Old Sunderland Riverside Conservation Area

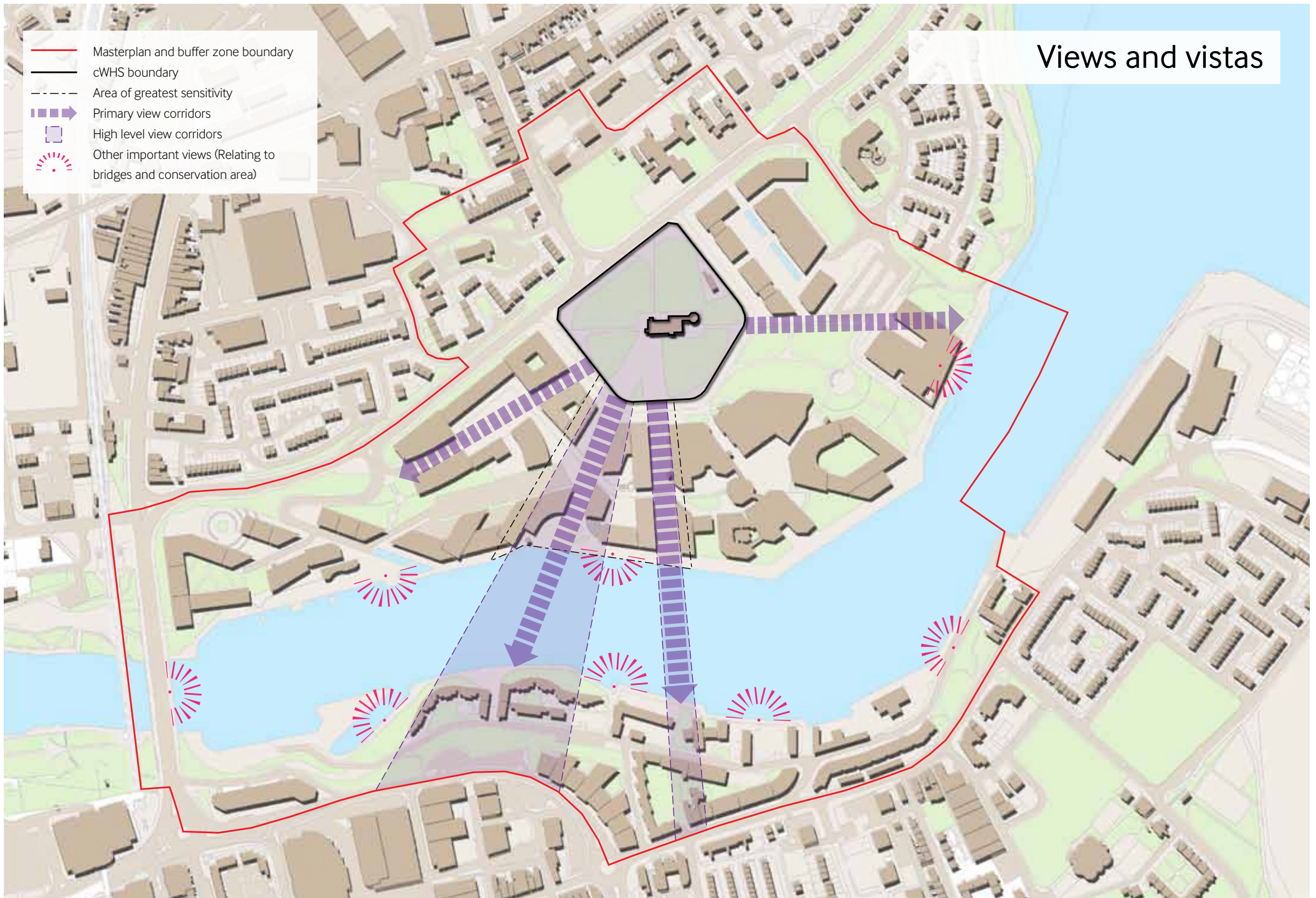
- Whilst one of the primary objectives of the masterplan is the enhancement of the setting of the cWHS including views into and out of the site, similar sentiments hold true for the setting of the Old Sunderland Riverside Conservation Area which covers the entire south shore character area of the masterplan and consists of a number of listed buildings, historic wharfs and historic streetscapes.

- The importance of the Old Sunderland Riverside Conservation Area is highlighted within the forthcoming Character Appraisal and Management Strategy (CAMS) being developed by the council to help manage future development within the conservation area, offering guidance with regard to building design and appearance.
- Any proposals for sites within the south shore character area and the Old Sunderland Riverside Conservation Area should pay due regard to the guidance included in both this and the CAMS documents, both of which are designed to be complementary to one another.
- Proposals which do not accord with the guidance offered in either document will not be permitted. For further information with regard to the Old Sunderland Riverside Conservation Area CAMS, please contact the council's Conservation Team on 0191 561 1515 or visit their website www.sunderland.gov.uk/characterappraisals



Views and vistas

- Masterplan and buffer zone boundary
- cWHS boundary
- - - Area of greatest sensitivity
- ➡ Primary view corridors
- ▭ High level view corridors
- ⊙ Other important views (Relating to bridges and conservation area)





Aerial view of residential quarter

9.4 Block principles

The Wearmouth Masterplan is based upon an urban structure made up of a range of perimeter and linear building blocks.

Perimeter blocks are an efficient and logical built form which help create a clear distinction between public frontages and private rears. Public and private space is clearly defined, natural surveillance over the public realm is encouraged, and route legibility is easy to interpret.

However, when maximising site efficiency, perimeter blocks are not always possible or appropriate, especially on narrow pieces of land or sites on steep topography. In such circumstances, linear blocks may be considered more appropriate.

To help determine which block type is appropriate for any given part of the site, the following key block principles will need to be addressed:

- The need to accommodate all the spatial needs of the development within the block and/or building line, including private car parking provision, any refuse and servicing provision, and any amenity space which may be required.
- The need to balance land efficiency with the need to deliver appropriate spacing standards to provide suitable levels of privacy and suitable levels of public open space.
- The need to balance the interests of providing safe and secure public space benefitting from natural surveillance and supervision whilst respecting residential rights to privacy and amenity.

Once it has been determined which block type best accommodates the above principles for the given part of the site, a number of key design criteria then need to be 'designed into' the blocks to ensure they meet the high design aspirations and objectives of the masterplan. Whilst the ways in which these criteria may be demonstrated will vary according to the use and scale of any given block, all the following criteria must be addressed as part of any proposed scheme.

1. Continuous street frontage

Frontages should provide outlook onto all areas of open public space. Prominent routes will benefit from the higher levels of active frontage, with less activity required on less prominent frontages. The majority of elevations fronting onto areas of public realm must be active. Areas of significant blank/inactive frontages will not be permitted.

2. Continuous building line

All new buildings shall conform to and enforce coherent building lines. Small variations such as setbacks and extrusions will be welcomed to create aesthetic interest. However the majority of buildings will need to conform to the same building line. Any proposals which are detrimental to and/or detract from the clarity of a building line will not be permitted.

3. Architectural variation between buildings

Any large/continuous frontage should be suitably broken up so as to better relate to the urban grain of the surrounding area and not dominate the streetscape. Whilst a consistent approach to quality and design standards will be adopted throughout, variations in the façade treatment and style such as a mix of gable/front elevations will be welcomed. Large/continuous façades which dominate their settings will not be permitted.

4. Flexible ground floor uses

All ground floor uses should be designed to be highly flexible to allow for alterations/conversions to be made with minimal disruption to adjacent properties. All ground floor properties must be designed to meet the specification discussed in section 9.2. Proposals which do not accord with this specification will not be permitted.

5. External activity to be encouraged

To encourage activity into areas of public realm and create a vibrant pedestrian experience, opportunities to encourage external activity at both ground floor and upper floors will be encouraged. Features such as outdoor seating areas, balconies and roof terraces will be welcomed.

6. Building heights should increase toward the river and with falling topography

To increase land efficiencies and to harness potential views across the river and wider area, building heights should be increased towards the river where increased building heights can be accommodated within lower land levels therefore lessening their visual impact on their surrounding setting.

7. Building heights should decrease towards the cWHS, listed buildings and heritage assets, and with rising topography

To better relate the scale of proposed building with the site's heritage assets and surrounding urban form, building heights should decrease with increased proximity to listed and protected structures and with

higher land levels to preserve the setting of such structures and the amenity of surrounding existing land uses.

8. Feature buildings on prominent corners

Buildings should emphasise and celebrate prominent corners to improve legibility and to punctuate rooflines. The increase of building massing/ height, use of materials, increased levels of glazing/fenestration can suitably achieve this effect. Proposals which are considered not to make the most effective use of their setting will be discouraged.

9. All private parking, servicing and refuse collection shall be accommodated within central courtyards or undercroft/ underground areas away from public view

Where perimeter blocks have been used, central courtyards should accommodate all required onsite parking provision, servicing and refuse space. Space within such courtyards can be optimised through the use of elevated garden/amenity space accommodated above undercroft service area. In linear blocks, undercroft or underground services areas are more appropriate due to the decreasing footprint of the block. Proposals which include front servicing of properties or which have services areas in clear view from areas of public realm will not be permitted.

10. Single entrances to private parking and service areas

The number of entrances to central courtyards, undercroft and/or underground parking/service areas should be kept to a minimum in order to ensure street frontages are fully utilised to provide active frontages for natural surveillance onto areas of public realm. Consequently vehicular entrances should be located on the least prominent frontage of any building possible.



Views of residential quarter from south shore

9.5 Building heights and densities

Delivering an appropriate variety of building heights and densities will help create a rich urban form which relates to the masterplan area's unique setting and landscape, and will represent a form of development which is attractive, dynamic and visually interesting to achieve the objectives of this document.

In general, building heights throughout the masterplan area will vary in height from between 4 to 8 storeys, although local variations on building heights have been determined in line with the character area principles discussed in section 9.1 of the code. Consequently, the massing of buildings through the masterplan area will vary from one part

of the masterplan area to another helping to establish a legible urban form which is sensitive to the setting of numerous heritage assets including the cWHS and which harnesses the area's topographic characteristics.

The building heights plan overleaf gives an indication of the spatial variation in building heights across the masterplan area according to the identified character areas, and has been developed according to the following principles:

St Peter's square

- As stated previously in this document, it is not envisaged that any new buildings will be erected in the St Peter's square character area

Learning quarter

- New buildings within the learning quarter character area are envisaged to range in height from between 2 to 6 storeys or 7m – 21m Above Ground Level* (AGL).
- Buildings fronting on to the cWHS will not exceed a height of 5 storeys or 17.5m AGL so to protect the setting of St Peter's Church.
- Increased building heights should be located towards the river where they can be accommodated within falling site levels

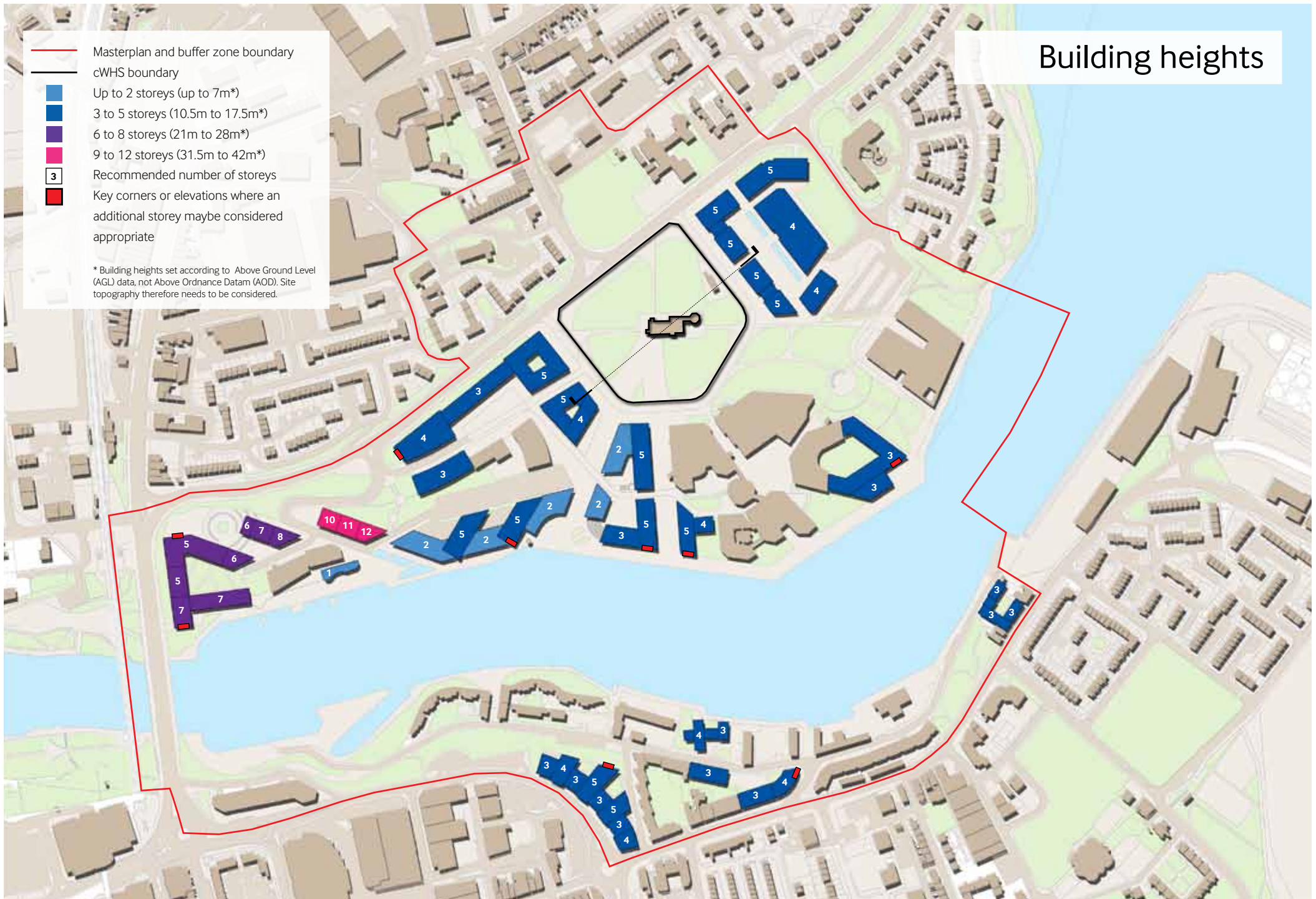
- Building heights should be decreased along Dame Dorothy Street where buildings pose a detrimental risk to the residential amenity of existing dwellings to the north
- Any building located within the identified viewsheds as discussed in section 9.3 of this document should be of a height and scale which complements and strengthens view corridors.
- Buildings of a height and massing which block viewsheds and view corridors to any significant and/or detrimental effect will not be permitted.



Building heights

- Masterplan and buffer zone boundary
- cWHS boundary
- Up to 2 storeys (up to 7m*)
- 3 to 5 storeys (10.5m to 17.5m*)
- 6 to 8 storeys (21m to 28m*)
- 9 to 12 storeys (31.5m to 42m*)
- Recommended number of storeys
- Key corners or elevations where an additional storey maybe considered appropriate

* Building heights set according to Above Ground Level (AGL) data, not Above Ordnance Datum (AOD). Site topography therefore needs to be considered.



Residential quarter

- New buildings within the residential quarter character area are envisaged to range in height from between 6 to 12 storeys or 21m – 42m AGL
- Buildings fronting directly on to the river shore located between the existing Bonners Raff development and the listed Wearmouth Bridge should not exceed a height of 8 storeys or 28m AGL so to respect the setting of the bridge and to continue a strong urban form already established by the Bonners Raff building
- Increased building heights should be located towards the river shore away from heritage assets such as the Wearmouth Bridge and the cWHS where they can be accommodated within the falling site levels
- Building heights should be decreased to the north, west and east of the character area where they pose a detrimental impact to the setting of heritage assets and risk damaging the residential amenity of existing dwellings along Dame Dorothy Street

Business quarter

- New buildings within the business quarter character area are envisaged to range in height from between 3 – 5 storeys or 10m – 17.5m AGL
- Buildings fronting on to the cWHS will not exceed a height of 5 storeys or 17.5m AGL so to protect the setting of St Peter's Church.
- Building heights should be decreased towards the east of the site along Liberty Way where buildings pose a detrimental risk to the residential amenity of existing dwellings to the east

South shore

- New buildings within the south shore character area are envisaged to range in height from between 3 – 6 storeys or 10m – 21m AGL
- New buildings which sit adjacent to any listed structure within this area will need to be of a suitable scale which complements and is not detrimental to the setting, appearance or character of the listed structure. Generally, the consequence of this is an expectation that any new buildings should not exceed the height of any adjacent listed structure.
- Increased building heights should be located in prominent locations away from any listed structures where they can help define and reinforce key gateway locations such as Numbers Garth
- In general, building heights should fall with the gradient of the topography in line with the areas distinctive character which has established over time.

Dame Dorothy Street

- New buildings within the Dame Dorothy street character area are envisaged to range in height from between 2 – 4 storeys or 7m – 14m AGL
- Taking into consideration the residential character of the area, building heights within the character area should be influenced primarily by the need to protect the residential amenity of residents within the area

Building heights should be determined to complement the masterplan area's context and setting, emphasise and celebrate the area's key physical attributes, and support the delivery of a legible urban form. Building parameters as stated above should be adhered to as a matter of priority. Buildings which sit outside the identified scale parameters will be resisted by the council unless in extreme circumstances where it can be demonstrated that the building design is of an exemplar quality and is in the public interest of the masterplan and wider area.

Any building heights which do not accord with the principles of the design code will not be permitted. Above Ground Level (AGL) is measured from the highest level at which any given building meets the ground. A standard floor to floor height of 3.5m has been used to calculate corresponding height limits.

9.6 Gateways and landmarks

Landmarks and gateways help to provide reference points to emphasise a hierarchy of streets and spaces for all users, and play a fundamental role in contributing to the wider legibility of a development. When designed to a high standard, they can help add interest and variation to the skyline and can stand out from the context of their general surroundings.

In the case of the Wearmouth masterplan, they also play a key role in linking the three crucial components of the area: the city centre, the River Wear, and most importantly, the cWHS. A sequence of gateway spaces and landmark buildings can help provide fluid and legible connections which not only help to marry the cWHS into the adjacent city centre and river corridor, but also provide a distinctive, pleasant and memorable arrival experience to visitors, and help create a positive first impression to those who have never previously visited Wearmouth or the cWHS.

Five primary gateways have been identified as part of the Wearmouth Masterplan and Design Code:

1. St Peter's Square
2. Bonnersfield Gateway
3. North Quay Gateway
4. Manor Quay Gateway
5. Numbers Garth Gateway

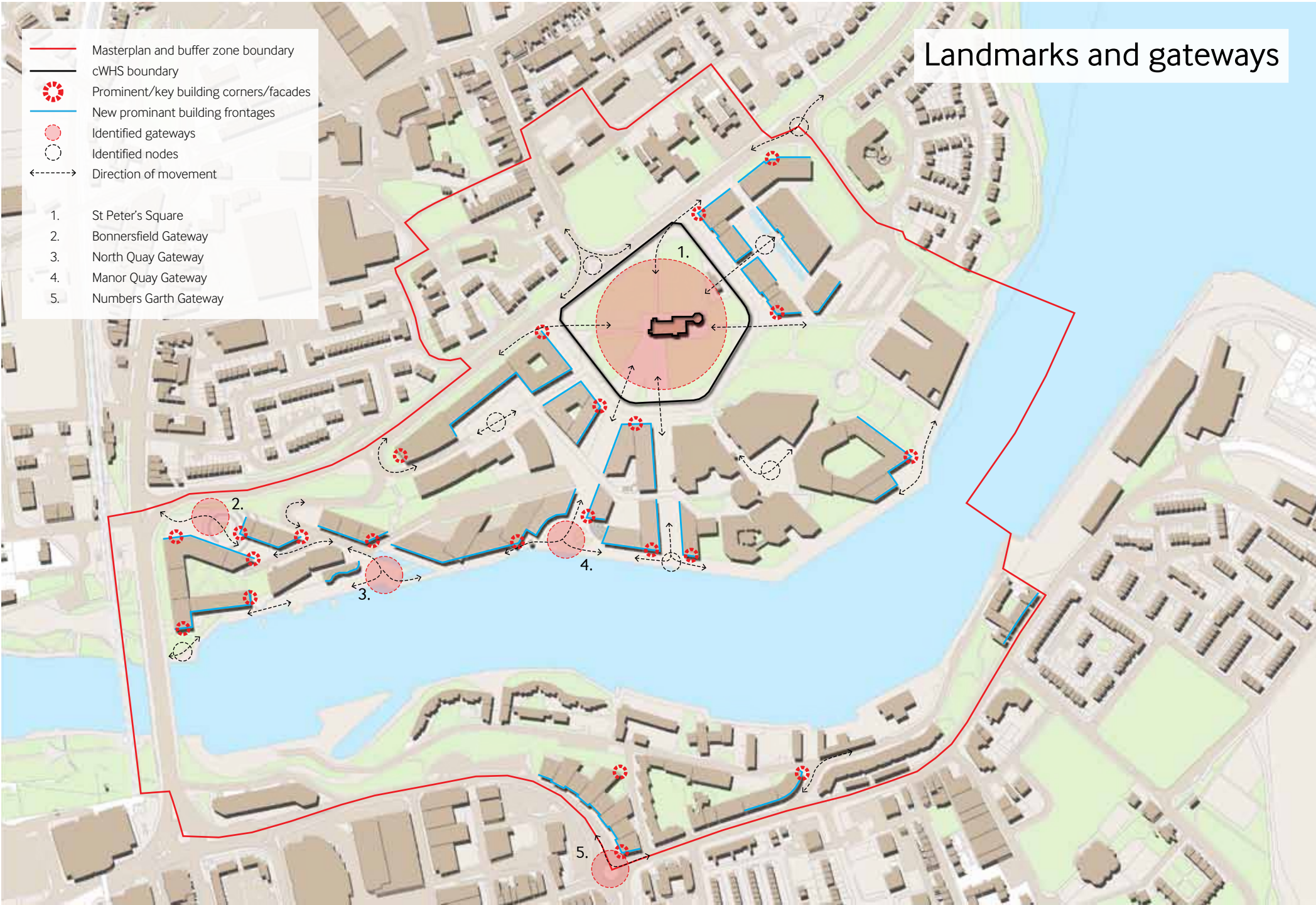
Each gateway has different roles to play within the masterplan according to their location, setting, and who is most likely to use them. The following principles have been developed to identify how their roles may be achieved.

St Peter's Square

- At the heart of the masterplan, St Peter's Square is not only the single most important space within the masterplan area, but is also the largest gateway framing the historic St Peter's Church. The size, prominence and importance of this space suggests that it not only needs to act as a suitable setting for the cWHS, but also act as a gateway to those using the space to access the river corridor, and beyond to the city centre and sea front. The space therefore needs to be distinctive and vibrant in its appearance and form whilst being of a quality which is subtle enough not to overpower and compete against the unimposing St Peter's Church which must remain the most prominent feature in the space.
- Located in the middle of the masterplan area, the space is likely to be bound by a range of uses. Education and uses associated with the university to the south and west, potential business and commercial uses to the east, and existing residential uses to the north provide a range of opportunities to ensure the space is activated and celebrated through both the daytime and evening hours. Ancillary leisure uses should be encouraged at ground floor levels fronting on to the space making the area a prime location for small scale cafés, bars and restaurants which take advantage of the views overlooking the historic church.
- Buildings of a regular scale and massing should surround the space to reinforce the formal character of the area and provide a consistent and regular backdrop to the cWHS which neither competes or conflicts with the subtle form and appearance of the church building itself. Building heights should therefore range between 4-5 storeys tall (maximum 17.5m in height).
- Architecturally, the buildings framing this gateway must be of the highest design qualities, but be subtle and discrete in their appearance. Building frontages should face directly on to the church to animate the space, and building frontages should contain high levels of glazing and include features such as balconies and terraces to take full advantage of views overlooking the church. Statement architecture which is likely to detract attention away from the church building will not be encouraged in this location.
- The landscape treatment of the space will be formal but primarily green/soft in nature to help reinforce the space as a pleasant environment in which to enjoy and relax whilst viewing the church building and wider river views. The prominence of St Peter's Way will be downgraded through the use of surface materials to create a pleasant street with greater pedestrian priority and to encourage greater pedestrian movement between the cWHS and river.

Landmarks and gateways

- Masterplan and buffer zone boundary
 - cWHS boundary
 - ⊗ Prominent/key building corners/facades
 - New prominent building frontages
 - ⊙ Identified gateways
 - ⊙ Identified nodes
 - Direction of movement
1. St Peter's Square
 2. Bonnersfield Gateway
 3. North Quay Gateway
 4. Manor Quay Gateway
 5. Numbers Garth Gateway





View of Bonnersfield Gateway

Bonnersfield Gateway

- Located in the north west corner of the masterplan, the Bonnersfield Gateway stands not only as a gateway into the masterplan area, river corridor and cWHS, but also as a strategic gateway site to the wider city centre. Consequently, due to the gateway's proximity to the surrounding road network, Metro station and city centre, the Bonnersfield Gateway is likely to be the most highly used gateway in the masterplan area, and therefore needs to be of a suitable scale, massing, form and appearance to offer the best possible sense of arrival and first impressions to both pedestrians and vehicular traffic.
- On the edge of the residential quarter character area, this space will likely be surrounded by high-density, mixed use residential led development and could form the entrance to a new city centre residential community. Ancillary leisure uses should be encouraged at ground floor levels fronting on to the space making the area a prime location for small scale shops, cafés, bars and restaurants taking full advantage of the area's proximity to St Peter's Metro station and adjacent shops which bound North Bridge Street
- Building scale and massing at the gateway need to balance the need to provide a striking and notable gateway with the need to preserve and enhance the setting of the adjacent grade II listed Wearmouth Bridge. Consequently, building heights should range in height between 5-6 storeys tall (Maximum 21m in height).
- The appearance of buildings at this gateway will need to be distinctive and contemporary in form and language. The site's proximity to the Wearmouth Bridge and other listed buildings will require a high quality bespoke design response which is capable of making a statement in isolation whilst also being able to complement the setting of surrounding historic assets. The use of high quality materials will be key in achieving this.
- A formal but attractive hard landscaping scheme should be adopted in this space consisting of formal tree/shrub planting, high quality materials and high quality feature lighting to accommodate the high levels of pedestrian footfall likely to be associated with the space whilst also creating an attractive and pleasant space. The space may also be a suitable location for a major public art installation which may help re-enforce the space as a key gateway and node with a unique identity.

North Quay Gateway

- Located along the north shore of the River Wear, the North Quay Gateway is the point at which pedestrians entering the site via the Bonnersfield Gateway meet the river, and have the choice of heading west inland along the river, or east towards the cWHS and the coastline beyond. Offering panoramic views along the river, the south shore and the Wearmouth Bridge, this major junction represents a major opportunity to provide a unique, vibrant, gateway space at the heart of the residential quarter.
- Away from major roads and associated traffic noise and located at the centre of the residential quarter, this space has the potential to act as the primary hub to a new city centre residential community. Ancillary leisure uses will be strongly encouraged at ground floor levels fronting on to the space making the area a prime location for small-medium scale cafés, bars and restaurants taking full advantage of views across the river and helping deliver the council's strategic aspiration of delivering an exciting and vibrant quayside area.
- Building heights in this location will be allowed greater flexibility due to falling land levels and the increased distance from both the cWHS and Wearmouth Bridge. Consequently, building heights will be permitted to increase to a maximum height of 12 storeys (Maximum 42m), again helping to reinforce this space as a hub within the wider masterplan area.

- Buildings at this gateway will also be given greater architectural freedom in order to create a truly unique environment. Buildings should be architecturally distinctive and contemporary in form and language. Building frontages should front directly onto the gateway to help animate the space. Building fenestration should consist of high levels of glazing to take full advantage of the area's south-facing aspect and include features such as balconies and roof terraces to harness views across the river.
- A formal but attractive hard landscaping scheme should be adopted in this space consisting of formal tree/shrub planting, high quality materials and high quality feature lighting to accommodate the high levels of pedestrian footfall likely to be associated with the space whilst also creating an attractive and pleasant environment. The use of water within the space should also be explored through the installation of either streams or water features to help celebrate the area's relationship with the river and to assist in the creation of an attractive feature space.

Manor Quay Gateway

- Acting as the terminus to the boulevard which links the cWHS with the river, the Manor Quay Gateway acts as the fundamental component which gels a large area of the masterplan area together and re-enforces the historic relationship between St Peter's Church and the River Wear. Located beneath the cWHS and bound by the residential quarter to the west and the learning quarter to the east, the Manor Quay Gateway is responsible for both celebrating the area's rich heritage as well as bringing together a range of varying uses to create a truly vibrant and diverse gateway.
- Similar to that of the North Quay Gateway located away from traffic noise and along the river shore, this gateway represents a significant opportunity to achieve the council's aspiration of delivering an exciting and vibrant quayside area. Active ground floor uses will therefore be strongly encouraged in this area making the space a prime location for small-medium scale cafés, bars and restaurants taking full advantage of the unobstructed vista of the cWHS and panoramic views of the river corridor and bridges.

- The gateway's location within the middle of the identified viewshed of the cWHS as discussed in section 9.3 of this document means that building heights around this gateway will be tightly controlled. Whilst building heights bounding the viewshed will be able to go significantly higher, the buildings immediately adjacent to the Manor Quay Gateway will be limited to 2-4 storeys in height (Maximum 14m).
- Architecturally, the buildings framing this gateway must be of the highest design qualities, but again be mindful of the need to be subtle and discrete in their appearance so not to detract attention away from the views of the church building. Building frontages should front directly onto the gateway to help animate the space. Building fenestration should consist of high levels of glazing to take full advantage of the area's south facing aspect and include features such as balconies and roof terraces to harness views across the river.
- A formal but attractive hard landscaping scheme should be adopted in this space consisting of formal tree/shrub planting, high quality materials and high quality feature lighting to accommodate the high levels of pedestrian footfall likely to be associated with the space whilst also creating an attractive and pleasant environment. The space will also be defined by two sets of grand stairways – one leading to the cWHS, the other leading into the university – which should be integrated as a component feature of the landscaping for this gateway.



View of Manor Quay Gateway and St Peter's Church

Numbers Garth Gateway

- Similar to the Bonnersfield Gateway, the Numbers Garth Gateway stands not only as a gateway into the masterplan area, river corridor and Old Sunderland Riverside Conservation Area, but also as a strategic gateway site to the wider city centre. Due to the gateway's proximity to the surrounding road network and city centre, whilst likely to be the gateway least used by pedestrians entering the masterplan area, the Numbers Garth Gateway is a prominent and important gateway of strategic value.
- Its location within the south shore character area and the varied uses which currently surround the site suggests that development at this gateway could take a number of forms and uses, although it is envisaged to come forward as part of a mixed use, residential or commercial lead scheme. Whilst active ground floor uses are to be encouraged in this location, external activity is likely to be located away from the gateway as a consequence of high traffic levels and associated noise.

- Building heights in this location will be allowed greater flexibility due to increased distance from both the cWHS and Wearmouth Bridge, although will still need to be respectful of the surrounding Old Sunderland Riverside Conservation Area within which this gateway is located. Consequently, building heights will be permitted to increase to a maximum height of 6 storeys (Maximum 21m).
- The appearance of buildings at this gateway will need to be distinctive and contemporary in form and language due to its prominent location within the river valley. The site's location within a conservation area and in close proximity to a number of listed buildings will require a high quality bespoke design response which is capable of making a statement in isolation whilst also being able to complement the setting of surrounding historic assets.

Nodes

- Nodes have been identified as important crossing points or junctions throughout the area which, whilst not of a scale or prominence similar to that of gateways, still require acknowledgement through the urban fabric and demarcation as important spaces to help improve the legibility of the wider area.
- Nodes are to be celebrated to a lesser extent than gateways to ensure a coherent hierarchy of streets and spaces is evident and not confusing to the user. Celebration of such nodes will therefore be focused through variations in the style of public realm, surface materials, street furniture and planting instead of being identified through the surrounding built form

9.7 Building types and frontages

Having defined how building blocks will be structured and identified the role gateways will play at different locations around the area, it is important to ensure that the streets and routes across the area also benefit from the same level of quality control standards and codes. Gateways and high quality statement buildings are all important components to a masterplan, but it is the routes, spaces and buildings which bound them which are responsible for merging a development together and creating a truly successful, consistent and comprehensive development.

How streets are animated and defined will inevitably depend heavily on the uses that bound them. A commercial street with commercial frontages will have a totally separate character and will be used in a different manner to similar streets in residential areas with residential frontages. As a consequence, to ensure streets, routes and space are defined and enclosed by appropriate frontages, the following design codes and principles have been developed:



View along the quayside, learning quarter

1. A range of ground floor unit sizes need to be provided along each frontage to encourage a variety of uses and to ensure bias is not given to any particular use along any given frontage. The role of the masterplan is to seek the development of a truly sustainable and mixed use environment which should seek to support both small, medium and large scale businesses.
2. Building lines should be largely continuous with breaks in the building line only being permitted to provide service access into the building block. However, such instances should be kept to a minimum, and placed in an appropriate location so as not to detract from the quality and strength of the building line. Proposals which include a significant number or vehicle/service entrances along primary frontages will not be permitted.
3. A majority of all ground floor frontages bounding the public realm must be active, with activity being provided through the following building features:
 - Primary and secondary pedestrian entrances which provide a clear physical link between the external public realm and the interior of a property
 - Primary commercial windows which provide a clear visual link between the external public realm and interior of a property.

Ground floor frontages which bound areas of public realm which are not predominantly active will not be permitted. Building features which are NOT considered appropriate for providing activity along a building frontage include:

- Emergency exits which do not provide a clear physical or visual link between the external public realm and interior of a property
- Secondary commercial windows which do not provide a clear visual link between the external public realm and interior of a property
- Fake or blocked commercial windows which are used for internal display purposes only and do not provide a clear link between the external public realm and interior of a property
- Non-transparent frontages

4. Frontages above ground floor level which front onto areas of public realm should be largely transparent to encourage natural surveillance of the public realm, harness views, and to take advantage of the area's south facing aspect. Features which promote external activity and natural surveillance above ground floor levels such as roof terraces and balconies will be strongly encouraged where such features pose no risk to the amenity and privacy of existing residents. Large areas of building frontage which front onto areas of public realm that are not suitably active/transparent will not be permitted.
5. Dynamic building frontages should be included to articulate building façades through use of building heights, architectural detail, punctuated rooflines, material changes and use of colour.
6. The design of corner building plots should be suitably integrated into the rest of the building frontage and form a component part of the building's wider design. Gable elevations should be activated and treated in the same way as all other commercial and leisure frontages. Corner units should make the most efficient use of their dual aspect and likely prominent position in the wider streetscape.
7. Building frontages should be designed to activate areas of public realm through both daylight and evening hours, and as a consequence should incorporate appropriate provision for external lighting. This should be both in the form of wall mounted or free standing lighting to illuminate areas of public realm, but also architectural and/or feature lighting which can draw attention to key buildings and design features to help improve the area's night time legibility.
8. Commercial signage should be designed to form a component part of the overall design of building frontage to improve the legibility of the street and to reduce clutter from within a façade.

For further details and clarification with regard to the design of commercial, residential or retail frontages, the council has a range of documents that should be read in conjunction with this code. They include the Residential Design Guide SPD, the Sunderland Central Area Urban Design Strategy SPD and the forthcoming Shopfront Design Guide SPD.



Streets and public realm within the residential quarter



View along secondary shared street, St Peter's Square

9.8 Street types

Whilst the quality of the built form is of major importance when assessing the success of a scheme, of equal importance is the layout, hierarchy and quality of the streets and routes running through the site. Buildings and structures across a site can help assist site legibility, but without an easy to interpret hierarchy of streets, built and designed to meet the needs of its users, the legibility of the built form can soon become confused.

Streets and roads should efficiently move users into, around and through a site without cost to the scheme's quality, function and appearance. Roads can no longer inhibit pedestrian movement, should adequately accommodate the needs of but not be biased towards vehicular traffic, and should positively contribute to the qualities of the public realm across a development. Therefore the primary objective behind setting design codes for streets is to provide a high quality and legible hierarchy of streets across the site which positively contributes to the wider design objectives of the masterplan.

To rationalise this approach, any new roads or existing roads which are to be remodelled as part of the masterplan have been categorised within the following street hierarchy:

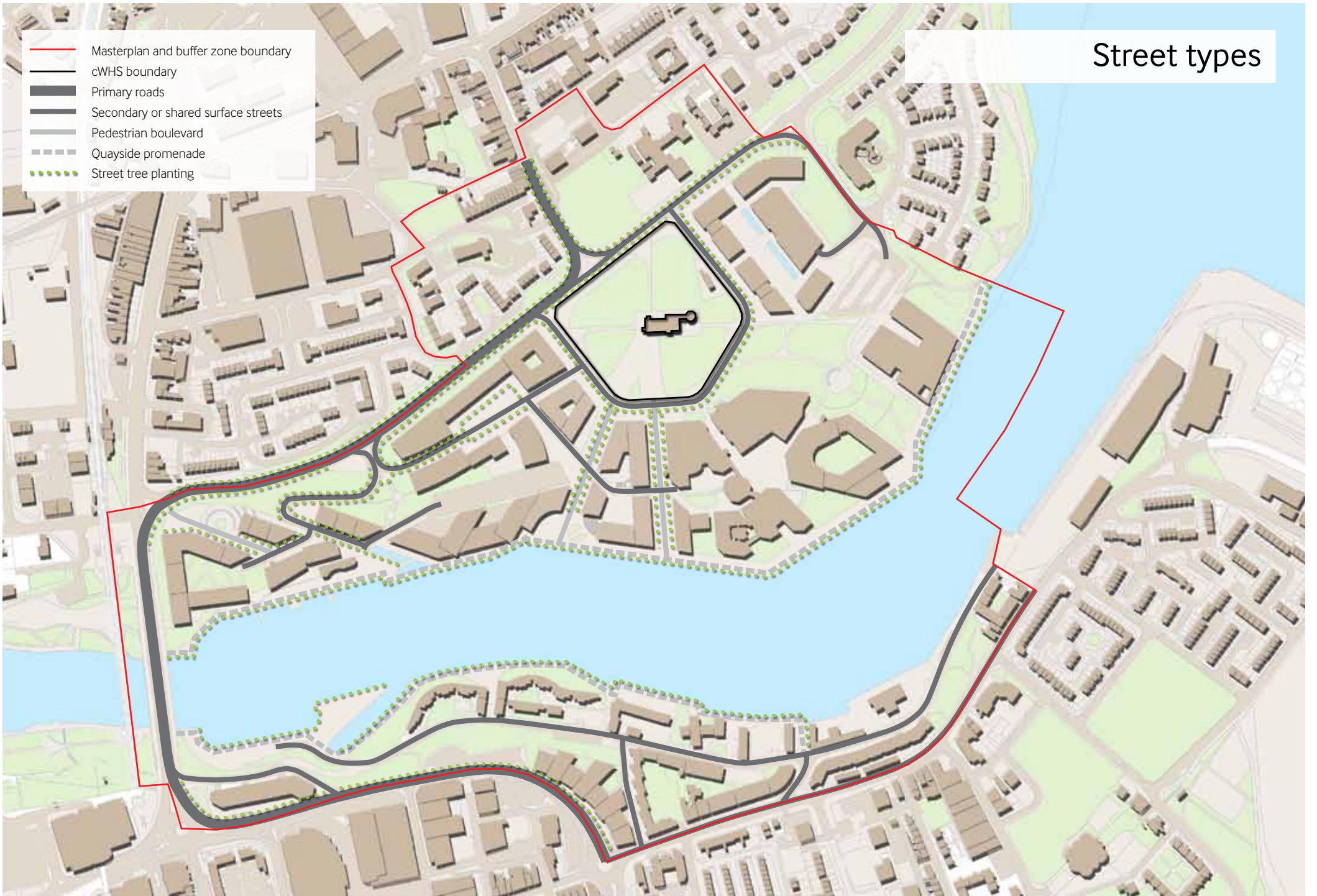
- Primary roads
- Secondary or shared surface streets
- Pedestrian boulevards
- Quayside promenade

The following street dimensions have been produced using guidance contained within Manual for Streets (Department for Transport). Such dimensions should be adhered to as a matter of priority, although localised departures from these dimensions will be permitted in the interests of catering for suitable refuse collection, servicing and turning space provision.

Any proposals which demonstrate a significant departure from the dimensions shown will be resisted.

Street types

- Masterplan and buffer zone boundary
- cWHS boundary
- Primary roads
- Secondary or shared surface streets
- Pedestrian boulevard
- Quayside promenade
- Street tree planting



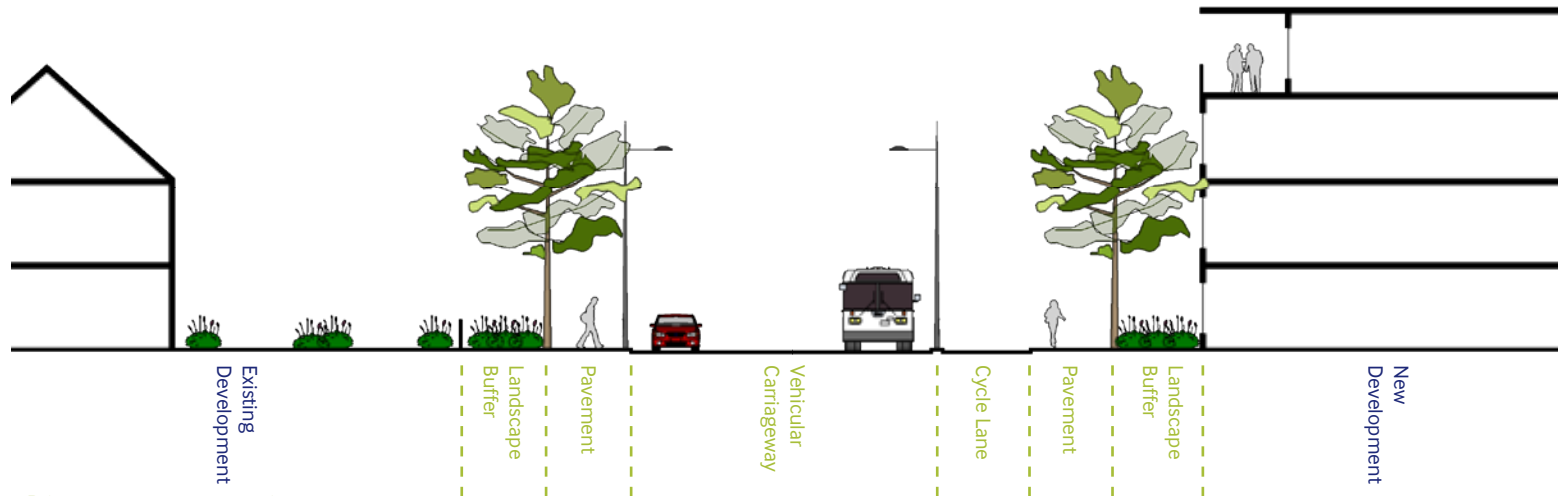
Primary roads

The primary roads within the masterplan area include Dame Dorothy Street and North Bridge Street on the northern shore and West Wear Street on the south shore. These streets clearly define the masterplan area with the masterplan boundary following the alignment of one or more of these routes. Given their roles within the wider road network of the city, these routes will continue to fulfil their roles as the primary links connecting the coast and suburbs of Roker, Fulwell and Southwick with the city centre.

The alignment of these routes will not vary significantly from their current position, but changes in the road design will be undertaken to address issues which currently exist with regard to their dominance and the detrimental impact on pedestrian movement in the area.

The key design considerations relevant for such routes are as follows:

- Defining the edges of the masterplan area and bounding a range of existing land uses including those associated with city centre and residential areas, primary roads will need to be designed to accommodate the highest vehicular and pedestrian traffic flows in a harmonious way which suitably meets the needs of vehicular uses without detriment to the pedestrian environment.
- Defining the edge between new areas of development associated with the masterplan and existing uses within the areas around the masterplan, primary roads will have to be highly permeable to be able to accommodate and encourage the high pedestrian flows between the masterplan area and its surroundings.
- Spacing distances between buildings will also vary along these roads, however a distance of 20 metres between building frontages should be applied as a minimum so to protect residential amenity yet provide a sufficient level of enclosure to streets.
- Vehicular carriageways will retain their ability to accommodate between 3 and 4 lanes of traffic suitable for adoption as a bus route. However, where possible, efforts should be made to reduce the levels of on street parking along primary roads to relieve issues of congestion, reduce the visual dominance of the road, and maximise opportunities to increase the level of pavement provision and soft planting.
- Pedestrian footway provision will be maximised along such routes to counteract the dominance of the road, but also to accommodate the flow of pedestrians crossing and moving along the road. The width of the pedestrian footway either side of the road is likely to vary along the length of the road, but a minimum provision of 3m should be accommodated along both sides of these routes.
- A segregated 3m wide (minimum) cycle lane set back from the road by approximately 1m should also be included along at least one side of primary roads to support the council's aspiration of encouraging a modal shift towards more sustainable forms of transport.
- To mitigate against the impacts of noise associated with such routes on adjacent uses, a minimum 3m buffer strip should be accommodated along either side of primary roads between the pedestrian footway and the building line. This will also act as defensible space clearly defining the boundary between public and private space.
- Any street furniture including benches, bins, planters and lights should be suitably aligned along the pavement so to reduce the impact of street clutter and to increase pedestrian legibility along the road. This should also ensure the pedestrian capacity of the pavements is maximised.



Primary street cross section

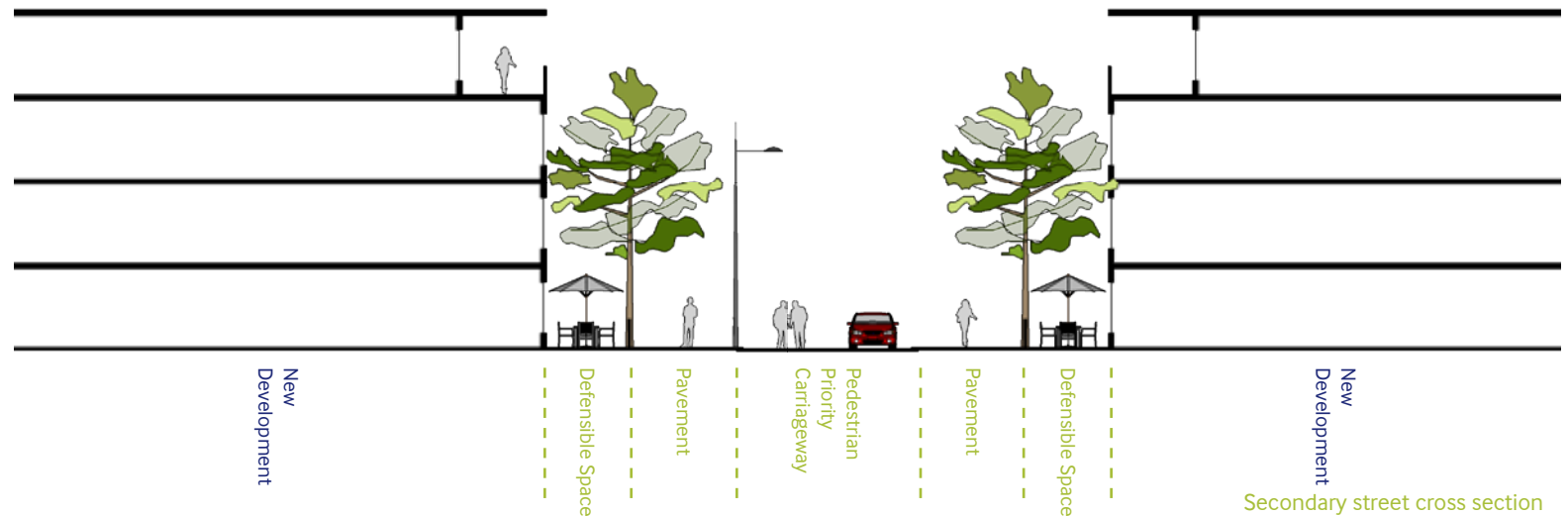
Secondary shared surface streets

The role of secondary shared surface streets is to allow vehicular access to developments throughout the masterplan area whilst having the lowest possible impact on the quality of the surrounding public realm. Such streets should be designed to accommodate vehicular 'access only' and discourage through traffic so to give pedestrian flows priority over vehicular traffic. Consequently, such streets should have a distinct pedestrian character, the design of which is heavily biased towards providing a pleasant pedestrian environment.

The key design considerations relevant for such routes are as follows:

- Located throughout the masterplan area, secondary and shared surface streets need to be designed as a component part of the area's wider public realm to ensure such streets positively relate to the character of the area.
- Spacing distances between buildings will also vary along these roads, however a distance of 20 metres between building frontages should be applied as a minimum so to protect residential amenity yet provide a sufficient level of enclosure to streets.

- Vehicular carriageways will be designed to give pedestrians priority. They must be of a width capable of accommodating two lanes of passing traffic, although widths will be kept to a minimum, and road surfaces will reflect a shared surface style through the use of high quality materials and shallow curb lines. This will act as an informal traffic calming feature to ensure traffic speeds are kept to a minimum reinforcing the masterplan's street hierarchy. The width of the vehicular carriageway will therefore be restricted to a maximum width of 6m.
- Pedestrian footway provision will be maximised along such routes to counteract the impact of the vehicular carriageway, but also to accommodate the high flow of pedestrians likely to use the street. The width of the pedestrian footway either side of the road is likely to vary along the length of the road, but a minimum provision of 3m should be accommodated along both sides of these routes.
- The public realm and footway provision either side of the street will be increased at pedestrian junctions to accommodate nodal point and gateway spaces and the increased pedestrian movements associated with these areas.
- To accommodate and encourage outdoor/external activity associated with any leisure or entertainment uses accommodated within the masterplan, a minimum 3m strip of defensible space will be accommodated along each side of the street between the pedestrian footway and the building line to allow for outdoor activity. This should encourage businesses to use external spaces for seating and help increase levels of supervision and activity along the street.
- Any street furniture including benches, bins, planters and lights should be suitably aligned along the pavement so to reduce the impact of street clutter and to increase pedestrian legibility along the road. This should also ensure the pedestrian capacity of the pavements is maximised.



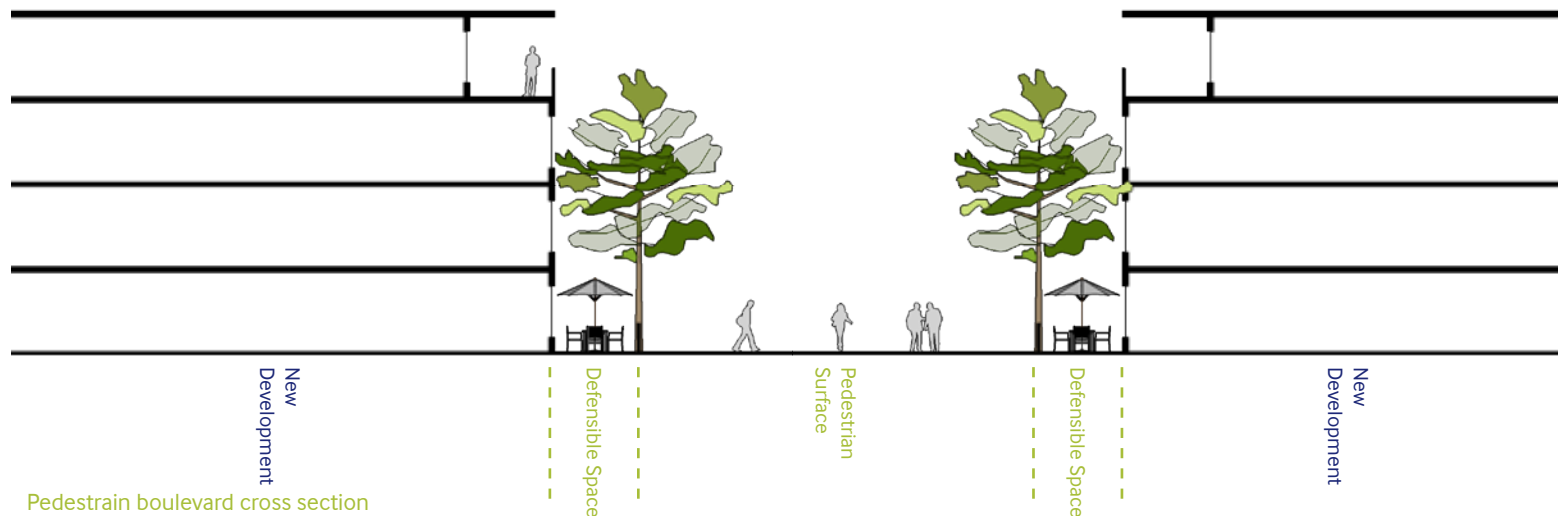
Secondary street cross section

Pedestrian boulevards

There are three pedestrian boulevard routes identified within the masterplan area, and whilst they are the least used category of street within the street hierarchy, they are considered to be one of the most important design features within the wider masterplan. Two pedestrian boulevards form the fundamental visual, physical and pedestrian connections which reinforce the historic link between the cWHS and the river. They will need to accommodate the important view corridors which are crucial to protecting the setting of St Peter's Church, as well as accommodating high levels of pedestrians likely to be moving between the vibrant river front and the historic cWHS.

The key design considerations for these routes are as follows:

- The pedestrian boulevards will form the primary pedestrian axes through the masterplan area and as a consequence will need to adequately accommodate the likely high pedestrian flows to ensure this route remains pleasant, uncongested and easy to use through all hours of the day, from early morning to late evening.
- Due to their location down the northern slopes of the river valley, the likely gradient of these routes may preclude their suitability to accommodate vehicular traffic along the length of the boulevards. Notwithstanding this, whilst these routes will be designed as pedestrian routes, suitable provision needs to be made to allow access to emergency vehicles at various points along each of the boulevards in case of emergency.
- To reinforce the role of the boulevards as the primary pedestrian routes through the site, footways will be the widest along this route. Consequently, boulevards will have to satisfy a minimum width of 20m (distance between building lines), within which a pedestrian footway of at least 14m in width will need to be accommodated. These widths will allow for suitable spacing standards between buildings to be accommodated, as well as allowing ample space for street furniture and planting without compromising the pedestrian capacity of the route.
- The provision of public realm and footways shall be increased at pedestrian junctions to accommodate nodal point and gateway spaces and the increased pedestrian movements associated with these areas
- To accommodate and encourage outdoor/ external activity associated with any leisure or entertainment uses accommodated within the masterplan, a minimum 3m strip of defensible space will be accommodated along each side of the street between the pedestrian footway and the building line to allow for outdoor activity. This should encourage businesses to use external spaces for seating and help increase levels of supervision and activity along the street.
- The provision of street furniture along this route will also have to accommodate pedestrian flows along the boulevard. Furniture should therefore allow suitable opportunities for people to stop, sit, relax and enjoy the surrounding environment without compromising the ability for other users to move freely along the route.



Pedestrian boulevard cross section

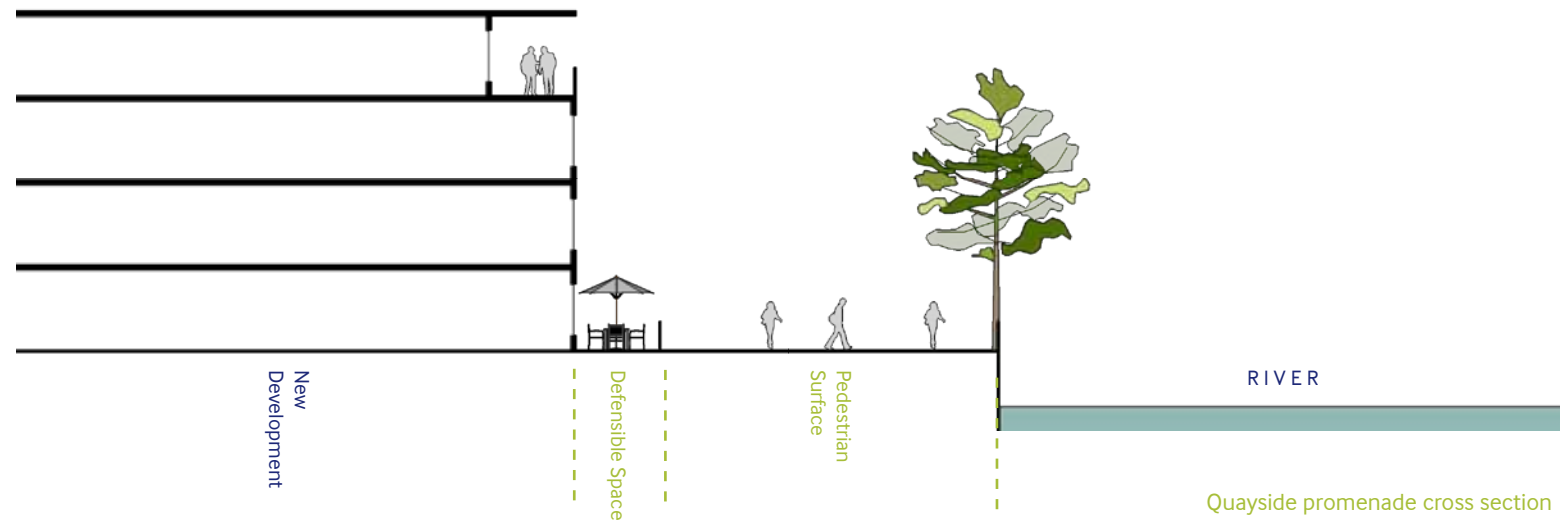
- Street planting will be incorporated along the boulevard to help add aesthetic value to the street and to improve visual amenity. Mature formal tree planting along either/ both sides of the route will help define the role of the boulevard in the wider route hierarchy of the masterplan, and also act as a suitable mechanism to reduce the impacts of wind, an issue which will need to be mitigated through the design of the street. Notwithstanding this, any street furniture or planting which significantly compromises views of the cWHS along the boulevards will be resisted.

Quayside promenade

The quayside promenade is the route which runs along the length of the north shore of the river running from the Wearmouth Bridge in the west to the National Glass Centre in the east. The route will define the boundary between new development to the north and the open River Wear to the south. It will also form part of the existing pedestrian and cycle network which runs from the coast along the full length of the river. Consequently this very popular and highly used route will be pedestrian priority and will need to accommodate a wide range of leisure, retail and entertainment uses which will help create a vibrant and exciting quayside environment.

The key design considerations included within this route are as follows:

- The quayside promenade will form the primary east-west pedestrian axis through the masterplan area and as a consequence will need to accommodate the high pedestrian flows likely to ensure this route remains pleasant, uncongested and easy to use through all hours of the day, from early morning to late evening.
- Pedestrian footway provision will be maximised along this route to reinforce the role of the promenade as a key pedestrian route along the river as well as accommodating the high flow of pedestrians likely to use the route. Consequently, a significant provision of pedestrian priority surface will need to be accommodated along the length of the route, with a minimum width of 10m.
- Whilst the promenade will be designed to give pedestrians priority, suitable access provision will need to be accommodated to ensure access can be gained by emergency vehicles. Consequently, the pedestrian priority surface must be able to accommodate a route clear of street furniture and planting with a minimum width of 4m along the entire route of the promenade.
- The provision of public realm and footways shall be increased at pedestrian junctions to accommodate nodal point and gateway spaces and the increased pedestrian movements associated with these areas
- To accommodate and encourage outdoor/ external activity associated with any leisure or entertainment uses accommodated within the masterplan, a minimum 3m strip of defensible space will be accommodated along each side of the street between the pedestrian footway and the building line to allow for outdoor activity. This should encourage businesses to use external spaces for seating and help increase levels of supervision and activity along the street.
- The provision of street furniture along this route will also have to accommodate pedestrian flows along the boulevard. Furniture should therefore allow suitable opportunities for people to stop, sit, relax and enjoy the surrounding environment without compromising the ability for other users to move freely along the route.



9.9 Access and servicing

The success of the masterplan is heavily dependent on the ability of the scheme to deliver adequate vehicular access provision in order to accommodate the traffic movement the masterplan creates. This includes providing adequate provision for visitors accessing the area, residents living in the area, businesses operating out of the area, as well as the suitable management of services supplying the area.

These issues should represent a key design consideration for any development of the area, and should be an important component driving the design of any scheme. Notwithstanding the above, providing suitable access to properties should not come at the expense of other design qualities, and so the need to consider access as a component as part of a wider comprehensive scheme is imperative.

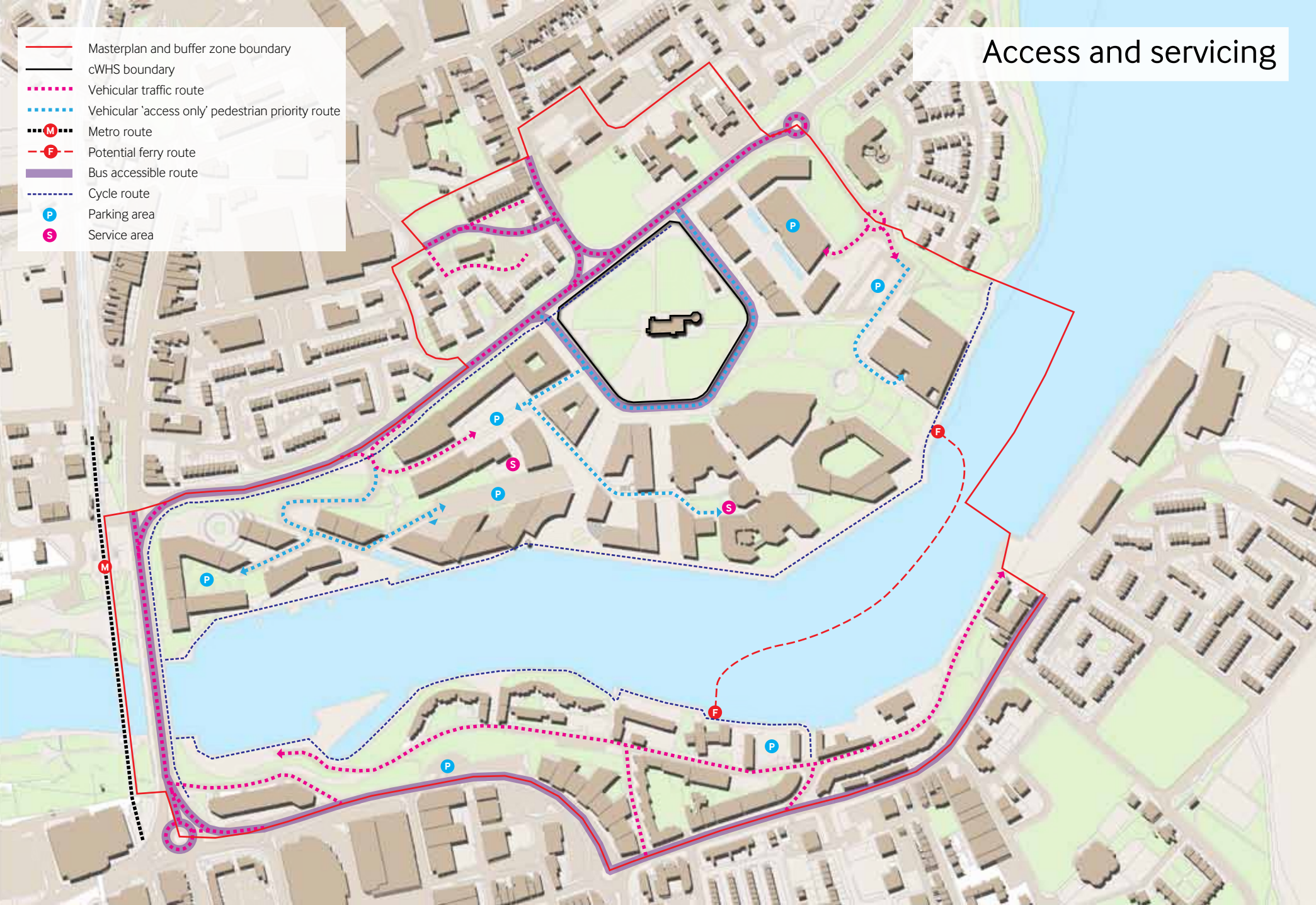
To support this approach, the following design principles have been identified and should be taken into consideration when designing the access provision of any proposal.

Private commercial parking and servicing

- Parking provisions for commercial uses should be provided in line with the maximum provisions proposed in PPG13: Transport according to their use, scale and location. This is in line with policy T23A of the council's UDP Alteration No. 2 which seeks to "constrain growth in the use of the private car by controlling the amount of parking provided by developments" and offers guidance to the level of parking which should be provided on sites such as this in close proximity to public transport routes.
- To minimise private parking requirements, visitor car parking for commercial uses should be shared with other non-residential uses, especially when the peak time of the varying uses are complementary (i.e. shops which are primarily used through the daytime can share parking spaces with leisure and restaurant uses which are predominantly used in evening hours) to ensure the parking provisions provided are used with maximum efficiency.
- In any circumstance where a developer feels the needs of commercial premises can be adequately catered for through a lower provision of car parking spaces than advocated in PPG13, the onus will be on the developer to demonstrate their proposal provides adequate parking provision through the use of a robust travel plan to be agreed by the City Council
- In general, visitor parking associated with any commercial/educational uses should be consolidated into shared car parking facilities to minimise the need for numerous separate car parks across the masterplan area. Such facilities should be designed to high standards and located in suitable locations around the site. The use of s106/CIL should therefore be encouraged to bring forward delivery of communal parking facilities when development within the masterplan area meets a suitable threshold. Travel plans should also be used to identify any surplus parking provision in the area which could be used to support visitor parking requirements for any given planning application.
- All staff parking and service areas should be located within the building block to the rear of commercial properties and concealed from view from the public realm. This is to ensure the aesthetic quality and visual amenity of the wider development is not compromised and the impacts of noise associated with these uses are mitigated wherever possible
- In general all parking and access to commercial uses will be taken from secondary streets running through the area. The number of entrance points into parking and service areas will also need to be kept to a minimum to limit the visual impact such entrances will have on building lines
- Service areas and areas of private parking which have an overly intrusive or detrimental impact on the aesthetic quality of the masterplan will not be permitted
- In addition to the above, any proposed hotel uses will need to include a suitable provision of taxi and/or private vehicle drop-off bays

Access and servicing

- Masterplan and buffer zone boundary
- cWHS boundary
- Vehicular traffic route
- Vehicular 'access only' pedestrian priority route
- Metro route
- Potential ferry route
- Bus accessible route
- Cycle route
- Parking area
- Service area





The Cube Car Park, Sheffield

Residential parking

- Parking provisions for residential uses should be provided in line with the maximum provisions proposed in PPG13: Transport according to their use, scale and location. This is in line with policy T23A of the councils UDP Alteration No. 2 which seeks to “constrain growth in the use of the private car by controlling the amount of parking provided by developments” and offers guidance to the level of parking which should be provided on sites such as this in close proximity to public transport routes.
- In any circumstance where a developer feels the needs of residents can be adequately catered for through a lower provision of car parking spaces, the onus will be on the developer to demonstrate their proposal provides adequate parking provision through the use of a robust travel plan to be agreed by the council. Both of these approaches are endorsed by policy included in PPG13: Transport

- In general, all allocated parking provision will be accommodated within the curtilage of building blocks and will be located behind the building line of primary building frontages. This is to protect the visual amenity and aesthetic quality of the public realm
- Areas of private parking which have an overly intrusive or have a detrimental impact on the aesthetic quality of the masterplan will not be permitted

Public parking

- Currently containing a range of tourist destinations including the National Glass Centre and more importantly, the cWHS, there is currently, and will likely remain a demand for public parking within the masterplan area. However, in line with guidance above, this should primarily be accommodated through shared car parking facilities to ensure parking provision across the site is maximised and the need for numerous parking areas minimised.
- The use of s106/CIL should be encouraged to bring forward delivery of communal parking facilities when development within the masterplan area meets a suitable threshold. Such facilities should be designed to high standards and located in suitable locations around the site. Travel plans should also be used to identify any surplus parking provision in the area which could be used to support visitor parking requirements for any given planning application.
- Further details with regard to the provision and location of public parking in the area will be clarified by the council in due course
- New development proposals must identify opportunities for the installation of electronic vehicle charging infrastructure. The North East of England has secured funding under the ‘Plugged in Places’ Program.

Public transport

- Located within 1km of the city centre and immediately adjacent to the Tyne and Wear Metro and a range of bus routes, the masterplan area is already well served by public transport, a feature of the area which should be harnessed and fully utilised through new developments in the masterplan area.
- All primary routes around the masterplan area should be designed and built to a specification which allows them to retain their status as recognised bus routes to ensure the masterplan area reinforces the council's aspiration to promote a modal shift away from private vehicle use and towards sustainable forms of transport.
- Whilst the council does not have the resources available to guarantee the delivery or supply of additional bus routes to serve the masterplan area in the future, the council is keen to participate in discussion with Nexus (the local passenger transport executive) and prospective developers to ensure adequate provision of public transport is maintained and, where appropriate, expanded. Nexus was one of the stakeholders consulted at the development stages of the masterplan.
- Mechanisms available within the planning process, such as planning obligations through s106 or CIL, will be explored with prospective developers to enhance the provision of public transport to, from and through the masterplan area.

Cycle Parking

- Where required, developments must provide an appropriate mix of short-stay/ long-stay cycle parking.
- Short-stay cycle parking must be located as close as possible to entrances of buildings, be secure and well overlooked from buildings or by passers-by. Long-stay cycle parking must be sited in a safe and well lit location which is accessible, convenient and overlooked.



Eastside car park, Birmingham



Oozle Square, Birmingham

9.10 Landscape and public realm

The landscape environment across the masterplan area will have a fundamental role to play in the character of the area. Similar to the ways in which streets are structured across the area, landscape, open space and public realm will be designed around a clear hierarchical structure of high quality and aesthetically pleasing environments.

Parks and open spaces will embrace recreation and leisure provision, harness the area's ecological and nature conservation value and will maintain and enhance the qualities of the public realm and green spaces. All areas of public realm will act as amenity space not just for the masterplan area but also for communities in the wider area, including local residents and visitors to the masterplan area. As a consequence, the design of such spaces should be as coherent and robust as possible to ensure the sustainability of the whole masterplan area.

The general codes covering areas of open public space across the masterplan area are as follows:

- The delivery of high quality open space across the site is of equal importance to the delivery of high quality built forms, and as a consequence all built developments to be delivered as part of the masterplan will be expected to contribute to the delivery of high quality open space both in and around the cWHS.
- Open space will support a range of leisure and recreation uses and should be designed to host and accommodate such pastimes to promote a healthy living environment for local residents
- The safety of open public space will be a key consideration when designing the public realm, with routes and spaces being overlooked by built development frontages providing natural surveillance and a positive relationship with the built form. Planting and street furniture should not be located so to block natural surveillance across open spaces
- Areas of land which are not suitable for development and do not compromise the deliverability of surrounding development sites (slopes, verges and cliffs etc) should be given over to wild/natural planting so to harness and support the areas local ecology.
- Existing planting and vegetation which displays significant ecological value will be retained as a matter of priority and incorporated into the masterplan and its wider landscaping proposal
- Materials must be relevant to the context of the area's surrounding built form, and planting should be indigenous to encourage habitat diversification and encourage biodiversity
- Respect for the area's context and natural ecology will be incorporated into the design of any open space. Regard must be had to the outcomes of the Strategic Environmental Assessment and the Appropriate Assessment report which accompany this SPD.

Public realm

- Masterplan and buffer zone boundary
- cWHS boundary
- St Peter's Square
- ▨ Feature hard landscaping
- Formal park land
- Feature landscaped spaces and nodes
- Existing open/green spaces
- Formal tree planting
- ★ Wild/buffer tree planting
- ⋯ Street tree planting
- ↔ Green links



St Peter's Square

As the single most important space within the masterplan area, St Peter's Square will form the centrepiece for the area's public realm and provides a real opportunity to provide a truly unique and bespoke space showcasing one of the most important heritage assets in the region.

Taking into consideration the sensitivities associated with this space, following discussions with English Heritage, the council and its partners have taken the decision to commission a separate landscape vision for the site to support and be read in conjunction with this document. This will provide a better opportunity to deal with this important space in a greater level of detail and give a greater insight into the unique characteristics of the site. It will also allow the development of a more coherent and joined up approach between the St Peter's Wearmouth site, and it's sister site in Jarrow which together form the cWHS.

Given the importance of the space, and the need to ensure that any new development within the masterplan area benefits the setting of the cWHS, there will be a need and expectation for all new developments within the masterplan area to make a financial contribution to the delivery of the landscape vision. These contributions will be in addition to any other contributions associated with public realm improvements to individual

site's immediate surroundings and will be determined according to the scale and quantum of development proposed. This is to ensure the financial burden of delivering the landscape strategy is not unfairly focused on sites immediately adjacent to the cWHS.

A detailed design brief is currently being developed by the council as part of the landscape vision and should be available to prospective developers in due course.

Feature spaces and nodes

Creating a sequence of nodes and spaces through an area is a key component to landscape design when trying to create attractive and easy to use links and routes from one point to another. Providing well designed nodes and spaces at key points and junctions along a route can help significantly improve legibility, helping people orientate themselves and therefore increase permeability, and also helps create a range of intimate and vibrant spaces around which key activities and events can be focused.

In order to achieve this aspiration, the quality and design of spaces is paramount. Consequently, the following design code must be satisfied when designing such spaces:

- The design of spaces needs to be integral to the buildings and structures which surround them. Building entrances, corners, views and vistas all need to be suitably represented, celebrated and acknowledged in the design of spaces.
- The design of spaces needs to be unique and bespoke according to their setting and context in order to create a sense of place and character. Their design therefore needs to clearly demonstrate how they support and encourage their own unique roles within the masterplan area, accommodate surrounding desire lines, land uses and activities, and reduce the risk of monotony and repetition between spaces.



Peace Gardens, Sheffield



Brindley Place, Birmingham

- The topography of spaces should be addressed through imaginative design solutions and made features in their own right, celebrating the valley setting of the wider masterplan area. Opportunities should therefore be sought to celebrate changes in topography through the use of features such as steps, seating, planting and/or water features.
- The proportion and quality of hard and soft landscaping should be relevant and suitable to the needs of that space. A suitable provision and quality of hard landscaping needs to be provided so that envisaged pedestrian flows can be accommodated. This however needs to be balanced with a suitable provision of soft landscaping so spaces do not become sterile, harsh and unattractive.
- To support spaces as hubs of activity through both daylight and evening hours, opportunities to provide feature lighting should be harnessed. This will ensure the character of spaces will evolve throughout the day and that spaces remain active and vibrant throughout the evening.

Hard landscaped public realm

Taking into consideration the pedestrian nature of large areas of the masterplan area, a majority of any new links or routes provided are likely to be in the form of pedestrianised or pedestrian priority streets. Consequently, achieving high design qualities through the hard landscaping which will make up these routes is imperative to achieving attractive and inviting public realm.

Hard landscaping should therefore be a design feature in its own right. It should be designed to the highest qualities, be sustainable, and provoke and encourage pedestrian movement across the site. As a result, the following design principles have been developed to ensure design qualities are delivered through proposals for the redevelopment of the masterplan area:

- The design and quality of the hard landscaped public realm across the masterplan area should be of a constantly high quality across the entire area. Proposals to upgrade areas of public realm to a standard below that set in this document will be resisted to ensure a low precedent is not set for subsequent public realm works.
- The design and quality of hard landscaped public realm should suitably relate and complement the design of any adjacent feature spaces and nodes. The design of any hard landscaped routes should merge seamlessly into that of any feature spaces to result in comprehensive and consistent design solutions.
- To ensure routes can evoke a relaxed and pleasant character, opportunities should be sought along any such routes to provide small scale break out spaces providing small groups of seating or landscaping for people to sit and relax. However, the scale and quantum of such spaces should not conflict with the role of feature nodes and spaces.
- The design of hard landscaped routes should be sustainable to ensure continued use of the space is made possible throughout daylight and evening hours, all year round. Designs should therefore be able to accommodate seating, outdoor eating and drinking associated with any adjacent retail units, organised exhibitions and local events and celebrations.



Broadgate Square, London

Soft landscaping and park land

Whilst located within a largely urban environment, areas of soft landscaping and park land still play a fundamental role in the masterplan area. Green spaces can complement an urban setting by offering a greater range of amenity beyond that which can be offered by hard landscaped areas. They often provide a more relaxed environment, can help support local habitats, and can also provide suitable mechanisms to address issues with urban drainage.

The general codes covering areas of soft landscaping and park land across the masterplan area are as follows:

- The design of new park land will be integrated and relate to the design of buildings adjacent to the park, especially in situations where buildings front directly onto the park.
- The boundaries of parks will be treated in an informal naturalised way to better integrate the park with its surrounding uses and to encourage pedestrian movement into the park to increase levels of activity

- A hierarchy of paths will be provided throughout the park to encourage pedestrian use and to increase the legibility of the wider masterplan area. Wider paths should be focused along the spine of the park, with smaller informal paths leading off the spine to provide a variety of experiences for park users.
- The inclusion of appropriately high quality surface materials and street furniture is to be included within the design of the park. Materials should be relevant to their context and be durable.
- Appropriate lighting should also be provided along all routes to ensure users feel safe in both daytime and evening hours, although due regard must be paid to the potential impacts such lighting may have on surrounding habitats.
- Where new planting is proposed, attention must be paid to ensure the species are indigenous to the local area and are compatible with native species to support and strengthen the area's biodiversity and existing habitats

Wild/buffer planting

Having undergone an extensive site clearance program following the closure of the ship yards, the site is covered in a number of undeveloped sites, many of which are either grassed or being used as temporary car parks. Consequently, the ecological value of the area is limited, with the landscape quality of the sites being of low quality and often subject to tipping and vandalism.

Notwithstanding the above, there are some areas across the masterplan area which retain some ecological value in the form of a number of steep verges, embankments and cliffs which have been left to grow over time to form thick 'seams' of mature trees which run parallel to the river valley. Their location helps mitigate and protect some areas of the masterplan against noise from adjacent roads, and their scale and form also allows them to become an attractive and distinctive feature along the Wear gorge.

Due to the ecological and aesthetic qualities they bring to the area, any development within the masterplan area should seek to preserve and enhance this role. To support this approach and to ensure existing habitats are not compromised, the following codes have been developed:

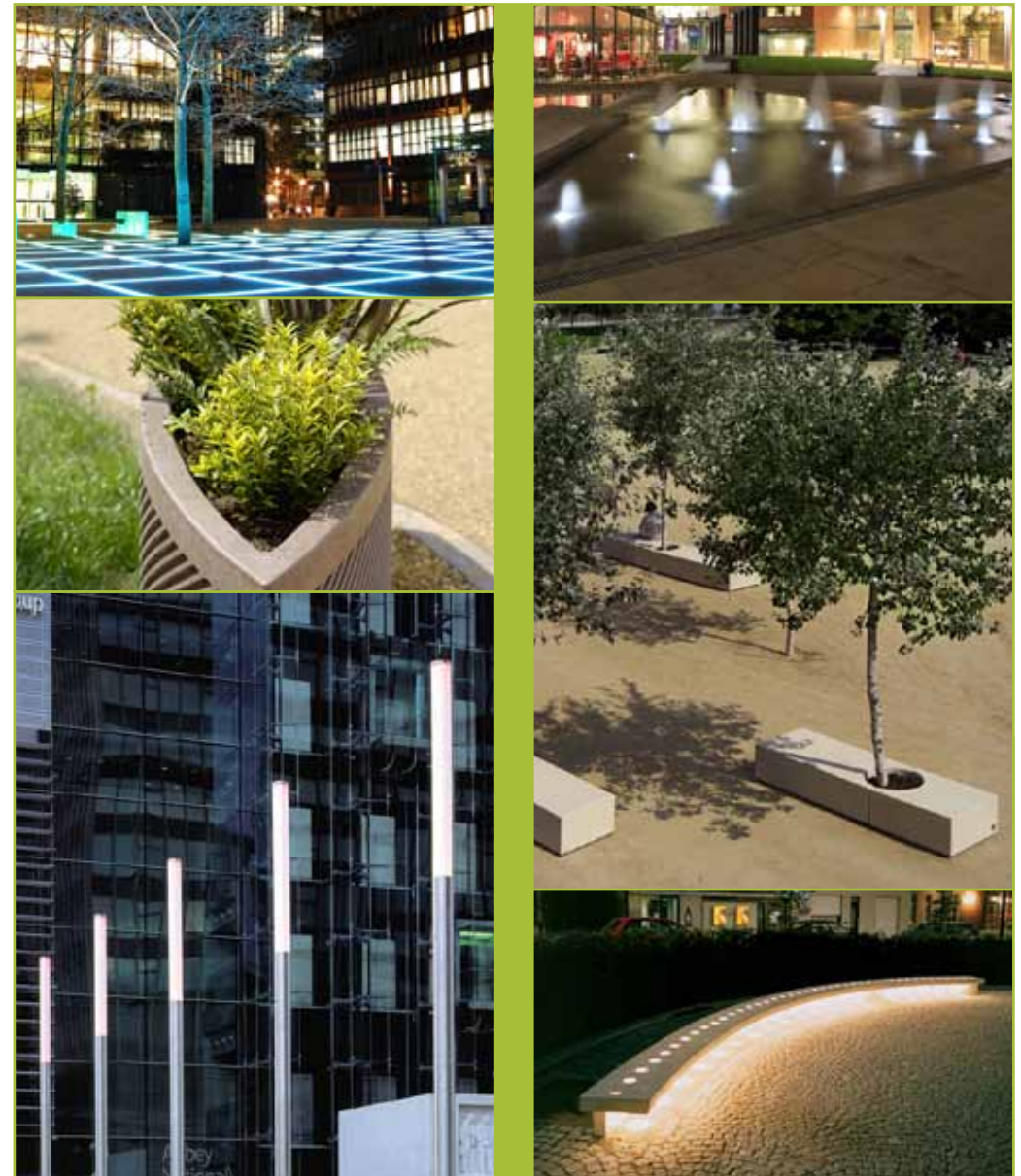
- All existing areas of vegetation as discussed above which show evidence of having biodiversity and/or ecological value will be retained and incorporated into the masterplan as a matter of priority
- Opportunities to improve the quality of existing vegetation through controlled pruning, planting, and management should be explored as a matter of priority, with the extension and expansion of existing habitats being a key concern
- Where new planting is identified as an appropriate solution to enhancing the ecological value of an area of existing vegetation, attention must be paid to ensure the species are indigenous to the local area and are compatible with native species

Street furniture, materials, and public art

The composition of areas of hard and soft public realm are crucial to reinforce route hierarchies, character areas and site legibility, so it is important that the materials and furniture used accentuate the overall sense of place and conform with the high quality of development expected from the masterplan.

The images opposite illustrate the standard of furniture expected to be provided and must accord with the following codes:

- Materials should be suitable, durable and appropriate for their location to ensure longevity and to reduce the need for maintenance. The location of the masterplan area means materials must be capable of withstanding harsh environments both in terms of climatic, environment and human influence
- Materials and furniture should be sourced from a sustainable process and be obtained through a reputable supplier so that items can be replaced if damaged or vandalised
- Materials should be in keeping with their context to ensure fluidity with surrounding areas and influences. An appropriate palette of materials will be supplied by the council and advocated through the planning processes.
- Opportunities to incorporate pieces of locally commissioned public art throughout the public realm will also be welcomed to help enforce the legibility of the scheme and identify key areas such as gateways and nodes
- Footpaths and areas of hard surfacing should be designed to be suitable for people with limited mobility, including wheelchair users, to ensure that the riverside is accessible to all. Consideration should be given to design and layout as well as materials.
- All new developments will be expected to incorporate a lighting scheme to frame and enhance the appearance of developments at night particularly at the key gateways and routes identified in this plan. A thorough approach to lighting may also assist in creating a sense of community safety and way finding.
- Due to the sensitive habitat in the area, considerable care must also be taken to minimise the impact of light pollution particularly on the inter tidal area. Consideration must also be given to minimising energy consumption.



10.0 Implementation

Timescale

This SPD is intended to guide development of the St Peter's, Bonnersfield and South Shore areas over a period of the next 10 to 15 years. However, it may need to be reviewed in due course to take account of any significant changes of circumstances and subsequent changes to national and local planning policy.

Delivery

Successful implementation of this SPD will rely on a partnership approach between the local authority, developers, regeneration bodies, utilities companies, landowners and the community. Collaborative working will be central to delivering a vibrant and thriving area that enhances the significance and values of St Peter's. It will also ensure the integration of conservation, sustainability and development considerations.

Implementation of the strategy provided within this SPD will require significant public realm and accessibility enhancements. In particular, the Wearmouth-Jarrow Partnership will also seek to deliver improvements within the areas identified on the masterplan in its Landscape Vision: Public Realm Strategy on the north bank of the River Wear in association with relevant private land owners and developers.

Within privately owned sites across the SPD area, individual developers will be responsible for implementing works on their land in accordance with an approved scheme.

The delivery partners for the key projects within St Peter's SPD area, together with the additional areas, are provided in the table below.

For the purposes of the above table, short-term is 0-5 years; medium-term is 6-10 years. The council will seek to work with all developers to ensure that development meets the requirements set out in this SPD and explores every opportunity to fully contribute to the protection and enhancement of the Outstanding Universal Value of the St Peter's candidate World Heritage Site.

Phasing

The council will require a comprehensive approach to the redevelopment of any sites within the SPD area. If development forms part of a wider scheme, a phasing plan must be submitted to and agreed with the council at the initial planning application stage. An important part of any phasing plan will be the timing of the delivery of any associated environmental and infrastructure improvements, including any associated mitigation.

Most of the development opportunities in the SPD area lie on the north shore at St Peter's and Bonnersfield. Of these, the majority fall within the development aspirations and land ownership of the Sunderland University. The phasing of this development will be largely dependent on the university's development programme, in turn dependent on the availability of funding, development partners and the creation of enterprise, business and learning partnerships to occupy development. However, the university's masterplan should provide indicative phasing details. This may span the full timescale of the SPD.

Ref	Key Project	Primary Delivery Partner	Timescale
1	St Peter's Church and Churchyard	Wearmouth-Jarrow Partnership	Short-term
2	University Masterplan area	University and private sector linked to the partnership/ enterprise and residential development	Medium-term and long-term
3	Bonnersfield	Private sector	Medium-term
4	Scotia Quay	Private sector	Medium-term
5	Numbers Garth	Private sector	Medium term
6	High Street East and West	Public sector and section 106 agreement contribution	Medium-term
7	Other areas	Private and public sectors with section 106 agreement contributions	Ongoing

The SPD provides flexibility for phased development at Bonnersfield which will enable the private land-owner to take account of prevailing economic conditions in bringing forward development proposals. However, the developer will be required to prepare an overall development proposal and indicative phasing plan at the outset to satisfy the council regarding matters of form, scale, and design concepts. Extensive remediation works are also required to facilitate development which may impact on viability and therefore the timing of delivery.

On the south shore there is possibly less scope for comprehensive re-development, with limited development opportunities interspersed among existing developments. The timing of individual schemes will be heavily dependent on private-sector developer interest – council land ownership notwithstanding – and prevailing economic and market conditions.

As an interim measure pending the provision of a new pedestrian bridge crossing east of Wearmouth Bridge, the council will work with potential funders and operators to deliver a viable cross river ferry service and investigate the potential for such a service to be extended to other riverside development sites outside the SPD area.

Funding

The strategy identified within this SPD will require significant resources to deliver the changes identified within St Peter's. Funding will need to be secured through a combination of the following:

- Public sector funding, investment and land acquisition
- Private sector investment
- Developer contributions from Community Infrastructure Levy and section 106 agreements (see below)

A range of activities can be supported through different sources of funding including environmental and accessibility improvements, together with enhancements to the area's important heritage including the cWHS, Scheduled Ancient Monument and listed building. Delivery will require substantial investment.

Various Wearmouth-Jarrow Partnership members are helping to fund the management of the cWHS and associated facilities and attractions, including the initial phase of the masterplan identified in the Landscape Vision: Public Realm Strategy. They are responsible for co-ordinating bids for funding from various sources. However, additional funding is required in order to deliver the identified works. Whilst the current fiscal tightening sets a context for the likely availability of funding for projects within the SPD area, potential funding could be derived from a variety of sources. Potential sources are provided within the

table below, including type of funding, details of who can apply, the priorities and potential works that could be funded. It should be noted that the likelihood of funding actually being available through these sources for projects in the St Peter's SPD area has not been considered. Many sources of funding are 'funders of last resort', requiring significant match funding. Applications for funding are increasingly highly competitive.

The following table shows some potential sources of funding currently available, subject to eligibility and other criteria – this will need to be reviewed and updated throughout the timescale of the SPD.

Funding source	Who can apply	Priorities	Potential work to be funded
Regeneration			
Regional Growth Fund	Private bodies and public/private partnerships	A £1.4bn fund operating across England from 2011 to 2014. It supports projects and programmes that lever private sector investment creating economic growth and sustainable employment www.bis.gov.uk/RGF	Private sector investment that triggers growth and jobs. Some basic infrastructure that triggers private sector led economic growth as part of a wider investment. It will not support speculative developments that do not explicitly address long term growth.
Homes and Communities Agency	Local authorities and businesses	Projects which will assist in an area's regeneration.	Regeneration improvements which will assist in the transformation of the St Peter's Riverside, focused on housing
European Regional Development Fund (ERDF)	Legally constituted community and voluntary organisations, private sector organisations, local authority and other public organisations including Higher Education Institutions	Currently: 1.Enhancing and exploiting innovation. 2.Business growth and enterprise. www.communities.gov.uk/erdf	Land acquisition and development of business premises.
Tax increment funding (to be confirmed)	N/A A power to allow local authorities to borrow against predicted growth in their locally based business rates	N/A	Could provide funds for key infrastructure and other capital projects which will further support locally driven economic development and growth.
Natural England - Access to Nature Initiative	Local authorities, charitable and non-profit companies	Access to nature aims to improve the quality of places and increase the number and diversity of people inspired by and enjoying the natural environment. http://www.naturalengland.org.uk/ourwork/enjoying/outdoorsforall/accesstonature/default.aspx	Increasing the number of people experiencing the natural environment around the cWHS
Big Lottery Fund - Awards for All - Changing Spaces Community Spaces	Applications welcome from a not-for-profit group	Potential funding for community, health and environmental projects. http://www.biglotteryfund.org.uk/funding-uk	Community, health and environmental initiatives

Funding source	Who can apply	Priorities	Potential work to be funded
Heritage			
English Heritage	Local authority partnership schemes	Funding to historic buildings, monuments and designated landscapes. http://www.english-heritage.org.uk/server/show/nav.1117	Improvements to cWHS and Scheduled Ancient Monument
Architectural heritage fund	Organisations with charitable status or partnerships between a local authority and a charity	Projects to buildings that are listed, scheduled or in a conservation area and of acknowledged historic merit. http://www.ahfund.org.uk/	Increasing the number of people experiencing the natural environment around the cWHS
Heritage Lottery Fund	Local and Regional Groups	Priority of working together with groups to develop projects that will give people a better opportunity to experience, enjoy, care for and protect our heritage. http://www.hlf.org.uk/english	As above
JESSICA - Joint European Support for Sustainable Investment in City	Local authorities	European grant which allows EU Structural Funds to be used to make repayable investments in projects forming part of a coherent plan for sustainable urban development. http://ec.europa.eu/regional_policy/funds/2007/jji/jessica_en.htm	As above and potential funding for University projects
European Cultural Foundation	European Cultural Foundation	Innovative arts projects which illuminate cultural diversity and processes of change within European society http://www.eurocult.org/	Art schemes relating to the cWHS
Arts Council England	Individuals, arts organisations and other people who use the arts in their work	Grants are available for activities carried out over a set period and which engage people in England in arts activities http://www.artscouncil.org.uk/funding	Public art schemes within St Peter's
Transport			
Local Transport Plan	Local authorities through highways	Integrated Transport Block - used to fund non-maintenance transport schemes e.g. small roads projects, road safety schemes etc	Transport / access improvements
Nexus	Partnership working with the local authority.	Improvements to the Tyne and Wear Metro system.	Accessibility improvements to St Peter's Metro Station

Compulsory purchase and land disposal

Most of the significant developable land in the SPD area is already in the ownership of prospective developers – including the university – or the council. On the south shore the North of England Civic Trust is also a significant land owner with an obvious interest in securing development appropriate to the historic context of the area. It is not anticipated that land assembly and ownership will be a significant issue or an impediment to appropriate development elsewhere in the area.

Where land ownership presents a constraint to the implementation of comprehensive development proposals the council will consider the use of its compulsory purchase powers to secure timely and appropriate development for the social, environmental or economic benefit of the area and the city as a whole.

The council will also seek to use its existing land ownership in the area to facilitate development and the implementation of public realm and other infrastructure improvements where appropriate. Any disposal of land by the council for development will be accompanied by a development brief setting out site specific requirements in addition to the guidance contained in this SPD.

The council may, where necessary, use its powers under Section 215 of the TCP Act 1990 to ensure the proper maintenance of those parts of the area not in its direct control.

Planning applications

As the broad principles of development are already established through the council's adopted planning policy and this SPD, the council will encourage prospective developers and land-owners to engage in meaningful pre-application discussions prior to submitting full planning applications.

Notwithstanding the above, developers will be expected to provide robust evidence to justify development proposals and demonstrate compliance with adopted policy and guidance at both national and local levels.

Developers must refer to the latest Tyne and Wear Development Control guidelines on the requirements for the submission of planning applications and are advised to contact the council's Planning Implementation Team to discuss proposals (Tel: 0191 561 2549; email: implementation@qsunderland.gov.uk).

Developers must have particular regard to the following requirements, although this is not necessarily exhaustive:

Design and access statement

In accordance with government guidance, a Design and Access Statement is required to accompany most new planning applications. The purpose of Design and Access Statements is to describe and illustrate the design principles behind a proposal and to explain how the proposed design solution has been informed by the key principles of good design. Design and Access Statements for development within the SPD area should set out the way in which a development will contribute towards meeting the requirements of current policy, frameworks and guidance, including this SPD. In particular, the Design and Access Statement should clearly demonstrate that the development proposal has had regard to the design principles set out in chapter 9 of this document. All Design and Access Statements should be prepared in line with the City Council's Design and Access Statement Supplementary Planning Document. Further advice can be provided by the City Council through pre-application discussions.

Archaeological assessment

Archaeological desk-based assessments and evaluation are likely to be required for major proposals to ensure that any potential archaeological deposits are adequately identified, investigated and recorded. There will be a presumption in favour of preserving any nationally important archaeological remains in situ. The scope of works will be specified by the County Archaeologist prior to the submission of a planning application, including work to be undertaken before determination of the planning application where required. An archaeological excavation and/or watching brief may also be required by planning condition.

Heritage statement

A Heritage Statement will to be required for any planning application that relates to or has an impact on the setting of the area's heritage assets (particularly the cWHS). This should consist of a written statement that includes a schedule of proposed works, an analysis of the significance of the archaeology, history and character of the building/structure, a justification for the works and their impact on the special character of the building or structure, its setting, the setting of adjacent listed buildings (if appropriate) and the setting of the conservation area (where relevant).

Visual impact assessment

A Visual Impact Assessment may be required for major developments to assess the potential landscape and visual impacts associated with the development, to assess their significance and provide appropriate mitigation.

Development proposals must take full account of the key views highlighted in this SPD (see section 4.6 above and Appendix 4). The Visual Analysis that accompanies this SPD will need to be considered and the impact of proposed development on the key views that it identifies. The scope of the Visual Impact Assessment and the key views to be assessed should be agreed with Sunderland City Council.

Environmental impact assessment (EIA)

An EIA is likely to be required for major development proposals if they are likely to cause significant environmental effects either solely or in conjunction with other projects. The developer should obtain a screening opinion from the City Council to establish the need and scope for EIA at the earliest opportunity.

If EIA is required it will need to consider the predicted effects of the proposal on the cWHS, taking into account measures for avoiding, reducing and, wherever possible, remedying any potential significant adverse effects, and providing beneficial effects.

The EIA must include as a minimum the following elements:

- A description of the development comprising information on the site, design and size of the development.
- A description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects.
- The data required to identify and assess the main effects which the development is likely to have on the environment.

- An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for his choice, taking into account the environmental effects.
- A non-technical summary of the information provided above.

Additional information may be required if it is considered necessary and reasonable to expect the applicant to compile it. Applicants should refer to the Department for Communities and Local Government's Environmental Impact Assessment: A guide to procedures (2000).

Geotechnical report

Current and, especially, historical activity in the SPD area may have given rise to the contamination of soil and groundwater. Development within the area must address any contamination issues on the site concerned, prior to construction. A geotechnical report should be prepared as part of any development proposals to identify any potential contamination issues. The report should include recommendations for remediation or mitigation appropriate to the form of development to be implemented prior to the construction of new development.

Ecology

Development proposals must protect and enhance local biodiversity, flora and fauna, including the creation of improved habitats. As well as measures to deliver ecological enhancements, proposals should include measures to:

- avoid negative ecological impacts, especially those that could be significant
- reduce negative impacts that cannot be avoided
- compensate for any remaining significant negative ecological impacts

All development proposals must be accompanied by an ecological impact assessment (EclA) which sets out the ecological issues and proposed mitigation measures. The EclA should be undertaken by a suitably qualified professional, in accordance with good practice guidelines (www.ieem.net/ecia).

Development should be implemented in accordance with the findings and recommendations of the EclA.

Transport Assessment

All developments should be designed to improve and contribute to pedestrian and cycle links to and from the candidate World Heritage Site, the riverside, St Peter's Metro station and surrounding areas.

In accordance with UDP Alteration policy T2A, Transport Assessments should accompany planning applications for significant development proposals in the area. These should illustrate accessibility to the site by all modes, and provide details of measures to reduce reliance on travel by car and improve accessibility by public transport, walking and cycling. The Transport Assessment should also investigate the travel needs of specific developments and balance the likely demand for car parking provision with aims to encourage alternative modes of transport to the private car.

The impact of developments on the Strategic Road Network (SRN) will also be considered. If appropriate, proposals which create significant impact will be subject to consultation with the Highway's Agency.

In order to provide a comprehensive approach to sustainable transport, Travel Plans should also be prepared for all development proposals. These will include site specific modal split targets and set measurable objectives to be implemented.

Flood risk and drainage

The SPD area is bisected by tidal reaches of the River Wear. Although the river is identified as a Flood Zone 3 this is constrained within bank through the SPD area and no properties are identified at risk.

The area is understood to be unlikely to suffer from groundwater flooding, but surface water flooding could result from severe localised storms (Sunderland Strategic Flood Risk Assessment, 2010)

A Flood Risk Assessment (FRA) and /or Drainage Impact Assessment (DIA) for all proposed development sites within the SPD area will be required. The FRA will identify the potential sources of flooding, from tidal, fluvial, groundwater and on-site drainage sources, review flooding history, obtain critical water levels and determine the influences on river hydraulics. The FRA will consider flooding both individually and in combination. The assessment also covers a number of other factors such as loss of floodplain storage and surface water drainage issues.

The DIA will provide a preliminary review of the potential options for drainage designs that may be utilised to avoid or mitigate flood risks and will consider the physical changes the proposed drainage measures may cause to the development and to the area drainage efficiency beyond the proposed development. DIA will invariably offer an outline design for an appropriate sustainable drainage system that will achieve betterment compared with the existing flood protection measures. Sustainable Urban Drainage Systems (SUDS) should be incorporated into new developments to alleviate surface water flooding. Overall, there should be no increase in flooding and no increased risks to people and property.

All development should maximise opportunities to further mitigate the current surface water drainage issues to the surrounding community, through incorporating storage or measures to reduce conveyance. Such techniques should be identified within development proposals at the earliest possible stage.

Community Infrastructure Levy

Community Infrastructure Levy (CIL) is a planning charge introduced by government in 2010. It allows local authorities to raise funds from developers to secure the timely delivery of a wide range of infrastructure works needed as a result of development. The levy should be based on an up to date development plan and a charging schedule which forms part of the local development framework.

The council has not prepared a charging schedule at the time of writing this SPD. However, chargeable development (identified in the relevant planning permission) within the SPD area will be subject to any future CIL charging schedule and accompanying rate of charge adopted by the council.

Planning obligations (section 106 agreements)

The introduction of CIL has not removed the potential need for site specific planning obligations to make development acceptable in planning terms. However, the scope of planning obligations is now more strictly controlled to ensure there is no over-lap with CIL, particularly in relation to the pooling of section 106 monies to fund infrastructure that should be funded by CIL.

The council will therefore assess each planning application to establish whether mitigation or other works are required which should properly be funded by the developer through a section 106 agreement in addition to any contribution required through CIL. The council will ensure that the following tests of a planning obligation are satisfied:

- necessary to make the development acceptable in planning terms
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development

There may be site specific issues which create abnormal development costs, which together with required planning obligations may impact on the overall viability of proposed schemes. In such circumstances the council may be prepared to negotiate with developers regarding planning obligations, but only on the basis of 'open book' dialogue. The developer will be required to prepare and submit an independent Viability Assessment as the basis for such negotiation.

Where a developer is required to undertake highway works in association with their development, the planning permission will require them to enter into a highway agreement under section 278 Highways Act 1980 to carry out the works.

Sustainable development

The City Council is committed to sustainable development promoted through the Sunderland Strategy and Economic Masterplan. Sunderland will become “a clean, green city with a strong culture of sustainability” and “an entrepreneurial University City at the heart of a low-carbon regional economy”.

All development must meet minimum Target Emission Reduction (TER) levels, prescribed by Building Regulations current at the time of the development.

Developments should supply 10 per cent of the site’s energy consumption from renewable sources located on site. If constraints mean that on-site renewables are not feasible at this level, any unfulfilled balance can be discharged if the development demonstrates an equivalent reduction in overall energy consumption, on top of the TER current at the time of development.

All non-residential development should achieve a minimum BREEAM excellent rating (or higher as dictated by future guidance or legislation) unless the developer can provide a full justification why this cannot be achieved, in which case a very good rating may be acceptable.

Residential development should achieve a minimum level 4 Code for Sustainable Homes rating (or higher as dictated by future guidance or legislation). In addition, where appropriate, development should seek to achieve a Building for Life silver standard, to be assessed by the council. For further details with regard to the Building for Life process visit www.buildingforlife.org or www.sunderland.gov.uk/urbandesign.

Developers must undertake and provide evidence of feasibility work into the potential for on-site renewable energy and combined generation of heat, power and cooling (including on-site distribution networks). This evidence should include consideration of potential energy users and sources adjacent to a development site. If renewables or combined heat and power are not included in development proposals, applicants are required to provide justification for this. Proposals should include measures to reduce water consumption and incorporate rain water harvesting and recycling techniques.

Sustainable construction techniques, including the use of locally sourced materials and recycling of construction waste, should be used wherever possible.

Evidence should be provided within an overall Energy and Sustainability Statement, to be submitted alongside any planning application.

Monitoring and Review

The SPD will be monitored, reviewed and updated to ensure that it is, and continues to be used as a positive planning tool that effectively helps to guide development over the next 15 years, in accordance with the vision, principles and design code set out within it. This will ensure that the SPD remains relevant and in accordance with development plan policy.

Many of the public realm and accessibility improvements set out within this SPD relate to works to be delivered in accordance with the draft cWHS Management Plan and Landscape Vision: Public Realm Strategy. It includes specific details of how these works will be monitored and reviewed and will need to be considered as part of any overall review.

Appendix 1 - Other planning policy and guidance

In addition to those already specified in the body of the document, the following saved policies of the adopted Unitary Development Plan (UDP) and Alteration No.2 are also particularly relevant to the area covered by this Supplementary Planning Document. However, the list is not intended to be exhaustive and developers should satisfy themselves regarding the applicability of any UDP policies.

UDP Alteration No.2

Sustainable urban design Policy B2A

The City Council will seek to secure the highest possible quality of built environment and the creation of desirable places to live, work, shop and visit. To achieve high standards of urban design all new development will be required to:

1. Reinforce or enhance the established (or proposed) urban character;
2. Respond to and reinforce the scale, form, massing and patterns of townscape development which make a positive contribution to the distinctive townscape and architectural qualities of the area;
3. Ensure the arrangement of buildings define the enclosure of the street, with street frontages as continuous as possible with the minimum of gaps between buildings;
4. Contribute to a safe and secure environment by providing surveillance for paths, streets and public spaces;
5. Integrate with the existing street pattern as appropriate and provide choice and convenience of movement for pedestrians and cyclists;
6. Ensure parking provisions is considered as an integral element of the design;

7. Developments will be required to conform with the council's Supplementary Planning Guidance including design criteria set out in S.P.G No 3 Residential Design. Specific guidance for the Central Area/ City Centre will be prepared in the form of a City Centre design strategy;
8. Be accompanied by a design statement for all significant forms of development, setting out the design principles of a proposed development;
9. Respect and enhance the best qualities of nearby properties and the locality and retain acceptable levels of privacy (including proposals for extensions to existing buildings);
10. Ensure Sustainable Urban Drainage techniques (SUDS) are incorporated into development proposals, unless it can be demonstrated that this is not feasible.

All new major developments will be encouraged;

1. To achieve 10% embedded energy supply from renewable sources, unless it can be demonstrated that this is not feasible; and
2. To achieve high energy efficiency and to minimise consumption so that they achieve Breeam and eco-homes very good or excellent rating (to include the redevelopment of existing buildings).

Tall buildings B2B

Tall buildings will only be permitted where they:

1. Make a positive contribution to the character of the site and the wider area;
2. Form a positive relationship with the skyline and topography of the site and the surrounding area;
3. Will not detract from established views of important buildings, structures and landscape features;
4. Have a proper relationship with the street (or ground);
5. Avoid generating adverse climatic conditions, particularly wind and overshadowing.

Modal split T2A

The City Council will seek to promote journeys by public transport, on foot and by bicycle. In order to secure a shift towards non-car modes all major proposals will be required to include a transport assessment. In addition non-residential schemes will be required to commit to travel plans and will include:

1. Site specific mode split targets; and
2. The measures to be implemented to achieve such targets.

River Wear T7A

The City Council will support proposals that seek to encourage the use of the River Wear for transport, in particular for leisure related trips.

Public transport orientated development – parking standards T23A

Within Central Sunderland, the following car parking standards shall apply:

Residential:

- Developments lying within 400 metres of a Metro station - average 1 space per dwelling; and
- Developments lying between 400 and 800 metres of a Metro station - average 1.25 spaces per dwelling.

Business (B1):

- Developments lying within 500 metres of a Metro station - 1 space per 50sqm, gross floor space.

The standards are maxima and are based on averages over the development site area. For mixed use development the relevant standard shall apply to each separate category of development. Conversions to residential within the City Centre will not be required to provide on site car parking.

UDP

Resources for the future

R1

The City Council will work towards environmentally sustainable development which meets the economic and social needs of the city. All proposals for development will be considered in relation to achieving a satisfactory balance between accommodating change and protecting valued and important aspects of the natural and built environment.

The impact of development will be considered against the need to respect the long term welfare of the environment by:

- making the most efficient use of land, energy and other resources
- reducing reliance on the use of the private motor car
- avoiding the risk of serious environmental damage, especially damage which may be irreversible or very difficult to undo.

R4

In assessing proposals for development (including changes of use), the council will have regard to evolving government policy on the efficient use of energy and use of non-fossil fuel sources. Development proposals will be encouraged which incorporate energy saving measures by virtue of grouping and orientation of buildings, the provision of shelter and energy saving technology. Combined heat and power schemes will be encouraged in major new developments and restructuring schemes.

Economic development

EC8

The council will support the expansion of activities catering for tourists and other visitors by:

- identifying, consolidating and safeguarding attractions
- refusing proposals which would have an adverse impact on tourist attractions (as identified in the area chapters)
- actively encouraging opportunities for new tourist initiatives, especially where they are near existing areas of visitor interest
- providing cycle and car parking for visitors, and footpaths and interpretative facilities at tourist attractions

The environmental implications of any proposals, particularly in the defined coastal areas, will be taken into consideration.

Housing

H21

Within new residential developments of more than 40 bedspaces:

(A) Amenity open space / casual playspace should be provided as follows:

- a minimum of 0.4 has per 1000 bedspaces where the site is within 0.5km of a neighbourhood (or larger) open space
- a minimum of 0.9 has per 1000 bedspaces where the site is not within 0.5km of a neighbourhood (or larger) open space

(B) Additionally, in the case of family dwelling, formal (equipped) children's playspace should be provided at a minimum of 0.2 has per 100 bedspaces.

In applying this policy, the council will take into consideration existing provision in the locality.

Community facilities

CF2

Where land or buildings currently in community use become surplus to requirements, priority will be given to alternative public / community uses unless the site is identified for redevelopment in accordance with another proposal of the plan. Otherwise the provisions of policy EN10 would apply.

CF7

The City Council will assist the University of Sunderland to secure the implementation of its proposals to consolidate its educational activities onto two campuses (identified in part 2) and to provide an adequate level of students' residential accommodation to meet the needs identified in its development programme.

Leisure

L12

The council will promote the recreational and tourist potential of the coast and riverside by improving access and encouraging development which provides for the need of visitors (including hotels), without adversely affecting the environment and conservation requirements.

Built environment

B4

All development within and adjacent to conservation areas will be required to preserve or enhance their character or appearance. To this end the council will issue planning / design guidance for the various areas from time to time.

B6

The council will preserve and enhance the character or appearance of conservation areas; measures will include:

- encouraging the retention of existing buildings and the improvement of features, open spaces, historic street patterns and plot boundaries
- encouraging the retention of mature trees
- introducing controls over the display of advertisements
- seeking, where appropriate, to control development by the use of Article 4 Directions
- giving special attention to the preservation of important views into and of the area
- restoring highways and verges by use of appropriate materials and planting and encouraging utility companies to respect such works
- reducing the impact of traffic where possible by diversion and traffic calming measures
- promoting environmental improvement and enhancement programmes.

B7

Applications for demolition of unlisted buildings in a conservation area will be determined by the extent to which the integrity, character and appearance of the area is affected, taking into account any replacement proposals.

Where unlisted buildings make a positive contribution to the character or appearance of a conservation area, the criteria in policy B8 which concerns the demolition of listed buildings will apply.

B8

There will be a presumption in favour of retaining listed buildings. Demolition in whole or substantive part will only be given consent when all other avenues for retention (including preservation in charitable or community ownership) have been explored and found not to be feasible or it is considered that redevelopment would produce substantial benefits for the community which would decisively outweigh the loss resulting from demolition. Consent will only then be given when planning permission for an acceptable replacement development has been granted, which will also be subject to conditions requiring the letting of a contract prior to demolition.

B10

The City Council will seek to ensure that development proposals in the vicinity of listed buildings do not adversely affect their character or setting.

B11

The City Council will promote measures to protect the archaeological heritage of Sunderland and ensure that any remains discovered will be either physically preserved or recorded.

B15

Where major developments involve large scale ground disturbance in currently undeveloped areas, the City Council will determine whether, and to what extent, an archaeological assessment is required.

B16

Where any historic sites and monuments are discovered provision will be made for an appropriate level of assessment, recording and preservation (in advance of or if necessary during construction) commensurate with the importance of the find.

B17

The City Council will undertake and encourage schemes for the management, interpretation and promotion of important features, including:

- Listed buildings
- Ancient monuments
- Conservation Areas
- The urban riverside

Measures will include the provision of information boards and plaques, appropriate signposting and improvements to access.

B19

All developments to which the public have access will normally be required to incorporate measures to:

- provide for ease of access and use by pedestrians generally and particularly for people with impaired mobility and those with pushchairs, shopping trolleys, etc.
- provide protection from inclement weather
- assist community safety and protection from crime

B20

The City Council will undertake and encourage the provision of works of art, craft or decoration in major new developments and as part of the enhancement of the built environment and the open landscapes of the city.

Countryside and nature conservation

CN13

The City Council will protect and enhance important public views of townscape, landscape and other features of value (as identified in part 2), in particular as perceived from transport corridors and well used outdoor venues. New development should be located and designed so as not to unduly interrupt or prejudice views of recognized value; opportunities to enhance such views will also be taken into account when considering proposals.

CN18

The promotion of the interests of nature conservation will be sought throughout the city; the council will work together with neighbouring authorities and other agencies in regard to aspects affecting the wider area. Areas of nature conservation interest, particularly those of national importance, will be protected and enhanced; measures will include:

- the appropriate management of City Council owned land
- encouraging landowners and occupiers to adopt management regimes sympathetic to nature conservation, especially in wildlife corridors
- making provision in development proposals for preservation of habitats or creation of compensatory habitats
- seeking opportunities in development proposals or other schemes for new habitat creation on both public and private land
- improving access and providing interpretation to appropriate sites of wildlife interest
- refusing inappropriate development

Highways and traffic management

T14

Proposals for new development should:

- be readily accessible by pedestrians and cyclists as well as users of public and private transport from the localities which they are intended to serve
- not cause traffic congestion or highways safety problems on existing roads – where this criterion can not be met modifications to the highways concerned must be proposed to the satisfaction of the relevant highway authority and the cost of these must be met by the developer
- make appropriate safe provision for access and egress by vehicles (including buses), pedestrians, cyclists and other road users, paying particular attention to the needs of people with mobility impairment
- make provision for the loading and unloading of commercial vehicles
- indicate how parking requirements will be accommodated

T21

The provision of parking in the city will take account of the need to:

- maintain safe road conditions
- reduce travel demand to a sustainable level
- ensure the economic viability of existing retail and commercial centres
- promote more environmentally sensitive modes of transport

Appendix 2 - Adopted viewshed analysis

Land within the buffer zone and wider setting of the Property at Wearmouth is undergoing major regeneration in ways which could impact on key views into and out from the Property. Development pressures are less significant at Jarrow. Some development within the setting of the Property presents valuable opportunities to enhance key views.

All new developments are subject to the Unitary Development Plan (UDP) and Local Development Framework (LDF) documents, both those already in place and those in development. These require design constraints to be applied to new developments to ensure that any new buildings within the setting of the Nominated Property provide a high standard of architecture that will serve to enhance its setting appropriately, as well as safeguarding the physical attributes of its Outstanding Universal Value.

The Commission for Architecture and the Built Environment (CABE) and English Heritage have produced guidance on Tall Buildings English Heritage have developed a methodology² to assess the impact of potential developments on historic sites, and have recently published guidance on the setting of heritage assets³.

The Conservation Plan (2010) identifies the key views into and out of the Property which impact on its Outstanding Universal Value and the attributes of Outstanding Universal Value, and hence should be protected and enhanced. These are illustrated and described on the following pages.

The following appraisal of viewsheds into and out of the Property analyses the key views for protection and enhancement in the context of to the attributes of Outstanding Universal Value, as set out in the following box. Matters of a visual or aesthetic nature are of primary concern in relation to the first two attributes, which are referred to as the 'visual attributes':

Wearmouth

The natural topography and meandering of the River Wear restricts some views. Views northwards across the river offer a wider field of view due to the gradually rising landform on the north banks of the river and the smaller scale development to be found there. Southwards, the topography is more dramatic. Large-scale developments within the City Centre prevent long-distance views in that direction. There are seasonal limitations to the extent of views within and outwith the buffer zone. For example, views to and from St Peter's Church are affected by the extent of trees surrounding its grounds.

Key Views outwards from St Peter's monastic complex

From within the grounds of the Wearmouth monastic complex, short range views of the whole complex, including aboveground and marked out below-ground survivals, are to be enjoyed. These demonstrate the attributes of Outstanding Universal Value, and are protected through the designation of the whole site as a Scheduled Ancient Monument.

The most significant views available from within the confines of the monastic complex outwards are, in general, the converse of views identified as 'Key', as illustrated and described below. These are primarily of significance where they allow appreciation of the estuarine setting of the monastic complex. These views largely present the twentieth-century development that surrounds much of the perimeter of the complex. Some of these structures are of admittedly poor quality and appearance by virtue of their origins: the industrial development of the area when shipyards were the dominant land use (a consequence of its estuarine setting by an excellent natural harbour), followed by its twentieth-century social and economic history as industry declined.

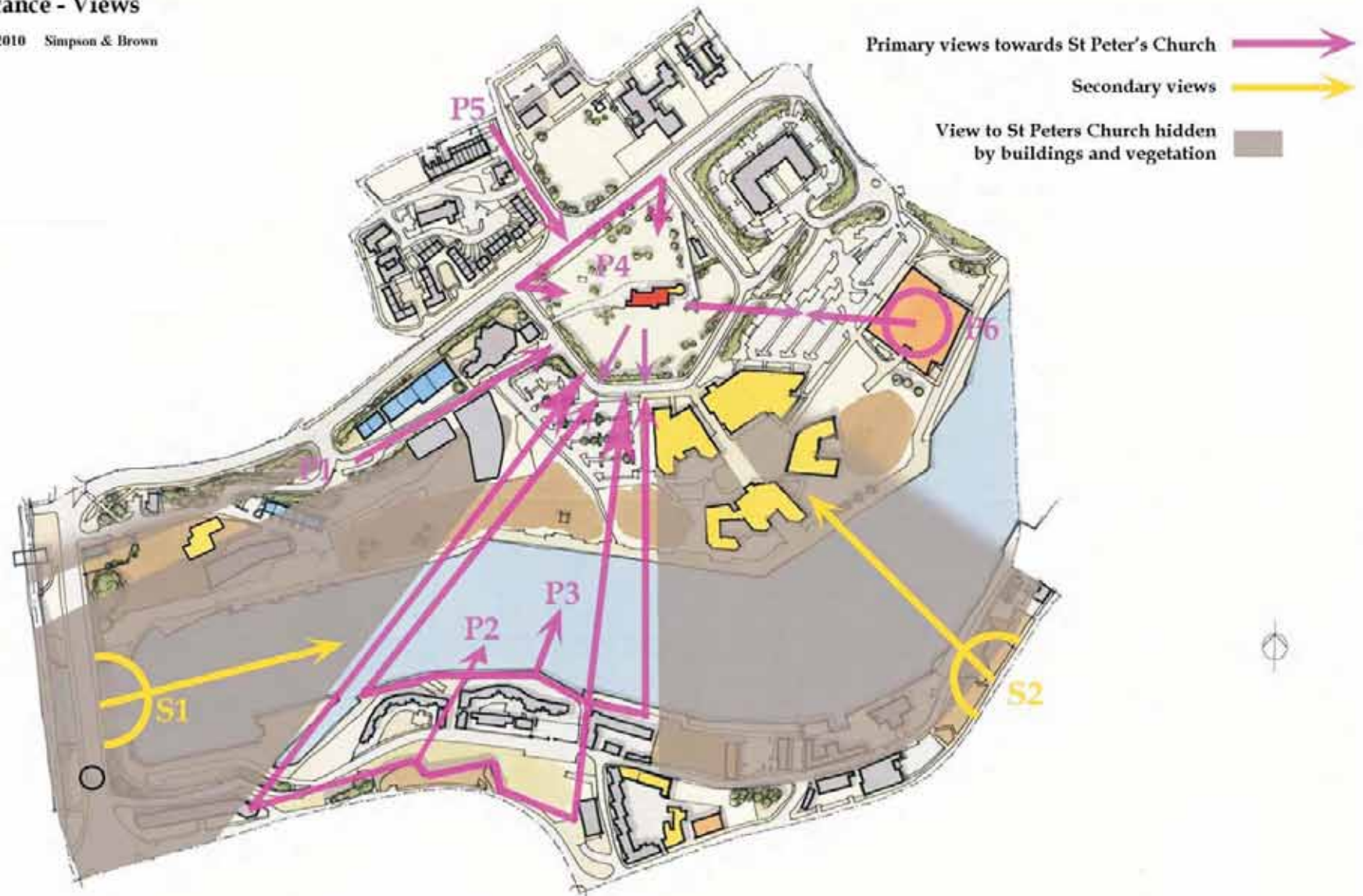
The known monastic complex was originally situated within a built context, surrounded by ancillary built structures. However, some elements of its current setting (for example, the industrial units along Charles Street) are not commensurate with the high quality of architecture originally associated with the World Heritage Property. Sunderland University and the National Glass Centre, which both feature the Property's immediate surroundings, reflect some of the Property's intangible values, in particular its ethos of learning and stimulating craftsmanship. Sympathetic and appropriate regeneration in the setting of the Property offers opportunities to protect and enhance the Property's attributes of Outstanding Universal Value. The emerging St Peter's Riverside and Bonnersfield SPD will set out how this will be achieved, including criteria which will guide the location, scale, massing, and architectural quality of new and replacement development to protect the Outstanding Universal Value and enhance the setting of the Nominated Property.

Two of the views outward from the Property, beyond the boundary fence, are considered to be 'key views', as described below.

ST PETER'S CHURCH WEARMOUTH

Setting Significance - Views

Not to Scale September 2010 Simpson & Brown



Converse of P3: A view from the monastic complex through the University Campus towards the River Wear and across it to the viewpoint on the south shore.

Description: The converse of view P3 allows the perception of the river gorge, although the topography prevents views of the river itself. In the foreground, the view is framed by the University Campus. Beyond the river gorge, the main element in the view is the City Centre skyline.

Relevance to OUV: Direct views south towards and across the river evidence the first of the attributes of OUV: the monastery's estuarine setting.

Future expectations: The surface car park taking up much of the foreground is proposed for redevelopment. The local planning authority's Development Management function, supported by the SPD, will ensure that any new development will protect and enhance the attributes of Outstanding Universal Value conveyed through this view. A substantial viewshed south towards and across the river will be retained, and a much needed enhancement of the Property's pedestrian connectivity with the riverside will be provided.

Converse of P6: View from St Peter's monastic complex towards the National Glass Centre and beyond to the river corridor, harbour mouth and open sea.

Description: The converse of P6, from the south-east sector of the monastic complex,

presents the National Glass Centre and, beyond it, the river mouth.

Relevance to OUV: This view admirably demonstrates the first of the attributes of Outstanding Universal Value: the estuarine setting of the monastery.

Future expectations: Enhancements in accordance with the 'Landscape Vision' are envisaged in order to open up the view, currently obstructed by the presence of trees and other landscape features. Enhancements to visitor orientation and interpretation are also planned, some of which will be implemented by April 2011, as this view also mirrors an important visitor route from the National Glass Centre to the Nominated Property.

Key Views towards St Peter's monastic complex

P1 A contained view along Charles Street to St Peter's monastic complex.

Description: This is a primary route for visitors approaching the site from the St Peter's Metro Station or the City Centre. The environs from which this view is enjoyed are poor, with many buildings of a poor built form and of low value, particularly the industrial units along Charles Street. However, pedestrian visitors can approach the Property with a direct view of the original west façade of St Peter's Church in front of them.

Relevance to OUV: This shows the Anglo-Saxon remains of the monastic complex with the seventh-century decorated façade of the west porch and tower as the main heritage assets in the view, with an unfolding view over the excavated area of the monastic complex, thereby demonstrating the second and third of the attributes of OUV.

Future expectations: This area is earmarked for future redevelopment provides the opportunity to improve the quality of the built environment and hence enhance the setting of the Property. Changes will be guided by the planning authority's Development Plan policies and controlled by its Development Management function. Shortterm improvements to signage and orientation will enhance the visitor experience.

P2 An unfolding panoramic view over a length of some 300m at high level on the south shore with a particular vantage point from the current car park.

Description: A high-level view of the monastic complex in its estuarine setting, over the River Wear, over the terraced landscape of the north shore reclaimed in the 1980's and 1990's from shipyard use, which forms the middle ground of this view. This area already possesses a viewing platform, although in poor condition. The amenity value of the environs from which these views are enjoyed is poor.

Relevance to OUV: P2 shows the whole known monastic site, including the monastic plan as demonstrated by in-situ archaeological remains, in its estuarine setting, with the Anglo-Saxon remains of the west porch and tower as the main heritage feature in the view. This demonstrates all visual attributes of Outstanding Universal Value.

Future expectations: This viewpoint is located in an area identified in the Sunnyside Planning Framework SPD as available for redevelopment. Proposals will be expected to incorporate a terrace from which views of the church and its estuarine setting will be preminent. The existing viewing platform could usefully be refurbished. The UDP supports reclamation of the terraced landscape of the north shore from shipyard use for redevelopment. Any building replacing the present surface car park will be expected to be set below the line of sight to the Property in this view. This view will be protected and enhanced through the planning

authority's Development Management function and the emerging SPD which will require any development to safeguard the visual relationship of the Property to the river.

P3 An unfolding panoramic view at low level from the south shore over a length of some 250 metres with a particular vantage point to the east of the viewshed, aligned with a radial line of sight through the Campus to St Peter's monastic complex with the Anglo-Saxon west porch and tower as a focal point.

Description: A view of the monastic complex from the south shore of the River Wear, with the University Campus and terraced landscape of the north shore, reclaimed from shipyard use, in the middle ground.

Relevance to OUV: P3 shows the whole of the monastic site in its estuarine setting, with the Anglo-Saxon west porch and tower as the main heritage features in the view. This demonstrates all visual attributes of Outstanding Universal Value.

Future expectations: The middle ground of this view on the north shore is identified in Sunderland City's adopted UDP as a 'Strategic Location for Change'. The terraced landscape of the north shore has been reclaimed from shipyard use for redevelopment. There are opportunities for enhancement whilst protecting and enhancing the OUV of the Property. Any development will be of a high architectural standard which enhances the setting and protects the Outstanding Universal Value of the monastic complex when viewed

from the south. This will be achieved through the local planning authority's Development Management function, supported by the SPD (see 4.3 above).

P4 Close range views of St Peter's Church as observers move along Dame Dorothy St, with the Church suddenly revealed in landscaped setting.

Description: Dame Dorothy Street forms a secondary route for visitors arriving to the monastic complex from St Peter's Metro Station. Tree and bush cover on the south side of Dame Dorothy Street both screen unattractive industrial units along Charles Street, and hide St Peter's Church and the surrounding monastic complex until the pedestrian is almost upon it. A cycle lane is provided along the pavement to the south of Dame Dorothy Street. To the east of the monastic complex, Dame Dorothy Street forms part of the Bede's Way footpath and Bede's Cycle Way that links the site with St Paul's, Jarrow. It also forms part of the main vehicular approach to the monastic complex.

Relevance to OUV: P4 shows the Anglo-Saxon west porch and tower, together with the marked out excavated monastic complex, as the main heritage assets in the view; it thereby demonstrates the context of the monastic site, facilitating an understanding of the attributes of Outstanding Universal Value relating to the monastic plan and in-situ archaeological remains both known and speculated.

Future expectations: The location of the Nominated Property at the hub of the modern university campus is very evident from this vantage point. The land surrounding the Property is identified as an urban park and will not change except to accommodate enhancements to improve movement through and about the Property.

P5 A contained view along Church Street when approaching from the north.

Description: This main approach route from the north for visitors arriving by private vehicle or bus to the monastic complex descends towards the Property allowing the monastic site's location, elevated above the river bank beyond, to be appreciated. The buildings which currently front Church Street and contain the view are of poor quality and detrimental to the amenity of this significant approach route.

Relevance to OUV: P5 shows the Anglo-Saxon west porch and tower as the main heritage asset in the view, with an unfolding view of the excavated monastic complex and river beyond. All of the attributes of Outstanding Universal Value are thereby evidenced.

Future expectations: This view south to the church, along a busy highway, is not expected to change significantly. It is hoped that the buildings which currently front Church Street will be redeveloped. Such redevelopment will be controlled and guided through the local planning authority's Development Management function and the St Peter's Riverside and Bonnersfield SPD which will set out criteria

to guide the scale, massing, location and architectural quality of new and replacement development which will serve to create a protected and enhanced setting for the Nominated Property.

P6 A 360 degree panorama achieved from the roof terrace of the National Glass Centre showing the relationship of the river corridor and St Peter's monastic complex to the harbour mouth and sea beyond

Description: The broad panorama visible from this key viewpoint illustrates excellently the intimate relationship of St Peter's monastic complex with the River Wear and, beyond, ready access to the sea. It gives a sense of how the monastic site may have been first experienced by travellers by boat reaching the safe waters of the estuary, and docking in a natural harbour below the monastic complex. As a publicly accessible viewing platform on a major visitor attraction, where interpretative material introduces visitors to the Wearmouth monastic complex, it is of particular value to the appreciation of the Property. However, tree cover around the boundary fence of St Peter's churchyard impedes views seasonally.

Relevance to OUV: Visible through the trees, the Anglo-Saxon tower is the main heritage assets in the view, with the site of the excavated monastic complex to its left hand side. The riverside to the east of the National Glass Centre formed an excellent natural harbour – an arrival point to the monastery. The view hence allows ready appreciation of the estuarine setting of the monastery. Hence, all attributes of OUV are demonstrated.

Future expectations: This viewpoint will remain largely unaltered. Views towards the Property are obscured at certain times of year due to the presence of tree belts to the south side of the churchyard and on the University car parks. These tree belts will be thinned out to open up views that will enhance appreciation of the Property.

Other significant views at Wearmouth

A set of secondary views has been identified. These do not contain the Property or directly demonstrate visual attributes of its Outstanding Universal Value. They do, however, illustrate the dramatic geography of the Property's estuarine setting.

S1 Wearmouth Bridge

Description: This high-level 180-degree panoramic view of the river corridor extends to the mouth of the river and the sea beyond, demonstrating the geography of the estuarine site.

S2 Nobles Quay

Description: This low-level 180-degree panoramic view of the river corridor from the Wearmouth Bridge on the left, to the harbour mouth on the right demonstrates the geography of the estuarine setting. Wearmouth Bridge, one of the City's primary heritage assets, is seen to best effect from this vantage point. It is also an excellent vantage point from which to observe and monitor the effect of development over time on the appearance of the riverside and as such will be safeguarded in any redevelopment.

As at Wearmouth, natural topography restricts views in places. The viewshed from the public realm is generally well contained, apart from occasional glimpses of St Paul's tower from the south and the Rivers Don and Tyne. The generally flat landscape does not offer many elevated views and the surrounding tree cover provides a further limitation. The best archetypal viewpoint for the St Paul's monastic complex is from the bank of the River Don directly to the east of the monastery, which reveals the church at a high point in the landscape and reflects an original main arrival point to the monastic complex. The scale, compact form, modest tower, and surrounding landform all contribute to the discreet presence of St Paul's in its landscape setting.

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